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# The Hongkong Telegraph

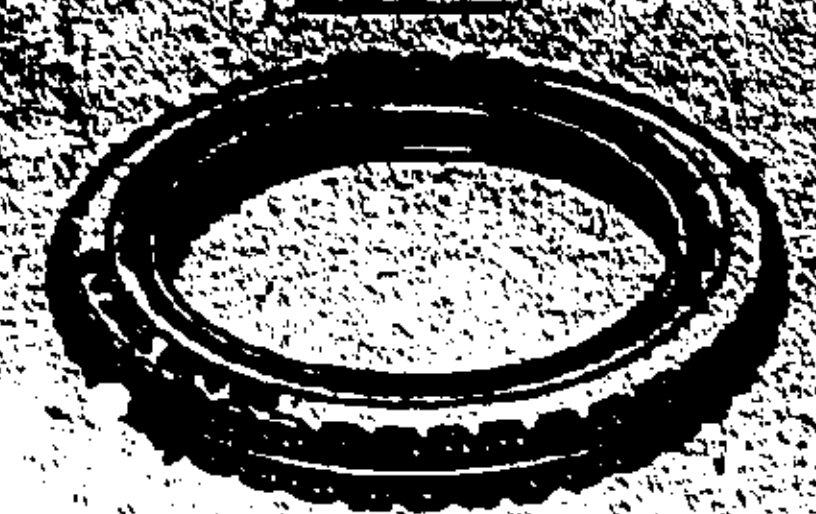
(ESTABLISHED 1861)

252 五拜禮號三十月五英港香

FRIDAY, MAY 23, 1919.

日四廿月四 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

United States Tires Are Good Tires



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## REUTER'S TELEGRAMS

### GERMAN ANGER OVER PEACE TERMS.

#### CROWD URGED TO THRASH ENTENTE REPRESENTATIVES.

Berne, May 14. A huge demonstration, organised by the Majority Socialists at the Koenigsplatz last evening, listened to addresses from four platforms.

Deputy Fischer, speaking from the steps of the Reichstag, denounced the peace terms as more brutal and more shameful than the Romans imposed on Carthage.

Subsequently, the crowd marched through Brandenburger and Thor to the Wilhelmstrasse. In front of the Hotel Adlon, where the Entente Missions are staying, two men harangued them, one inciting them to fetch out the Entente representatives and to thrash them. The police and troops prevented an attack on the hotel.

The crowd proceeded to the Imperial Chancellery, where Herr Scheidemann addressed them from the window. He said it was impossible to sign the Treaty. "There is not a man in the present Government so dishonourable as to promise what he knows he is unable to perform. We need bread and raw materials and an opportunity to work in order to fulfil our obligations."

#### "DOWN WITH ENGLAND!"

Berlin, May 15. Another procession was formed late in the evening and closed with a meeting of the Hansa League singing, "Wacht Rhein Deutschland Ueber Alles." The crowd went to the Adlon Hotel, where they shouted "Down with a peace of violence!" "Down with Clemenceau!" "Down with England!" They called on "Herr Scheidemann to speak. When he mentioned President Wilson's fourteen points, there were shouts of "Down with Wilson!" Herr Scheidemann warned the procession against rash acts and urged the crowd to untiedly back up the Government.

There were also forty mass meetings, organised by Independents in Berlin and the suburbs yesterday. The speakers protested against the Entente peace, though they declared that it must be signed, but hoped that the international proletariat would secure a speedy revision.

### AFGHAN AFFAIRS.

Simla, May 14 (delayed).

We made a further advance in the Khyber area and occupied the important frontier cantonment of Dakka on the 13th inst. We have now captured a total of ten guns. The moral of the Afghan troops is stated to be bad. From Chaman the news is normal, but rumours of activity by the Kandahar garrison are current. Other reports from the frontier show that the Wozirs and Mahsuds are quiet and nothing untoward has occurred at Khoist Kurram. The evident signs of hesitation and indecision in the Afghan Army is a most satisfactory feature. By pushing forward a comparatively small body of troops into our territory and leaving them unsupported, Amanulla is guilty, in half measure, of unprovoked violation of our frontier. His has been answered by effective and immediate action. We freed our loyal Shinwari villages from hostile incursions and hold Dakka, which the enemy intended to use as an advanced base for future operations. This will doubtless prove an object lesson to the Afghan people and also to any waverers amongst our independent tribes.

The Nizam of Hyderabad has issued a remarkable manifesto rejoicing that his subjects fully recognise the nature of past and present events and have maintained a proper attitude to their ruler who is a faithful ally of the British Government.

Simla, May 19.

An official message says:—We completely hold the crest of the ridge west of the Dakka Sherabad cantonment; and Robat Fort. In the Chitral affair of the 14th inst., the enemy had seventy casualties. Har Mahamad's gang of Afridi and Shinwari riff-raff had sixty casualties on the 16th and 17th inst.

### THE TRANS-ATLANTIC FLIGHT.

#### FORCED DESCENT AT SEA.

New York, May 17. A message from Ponta del Gada says the NCI reports that she has gone off her course and been forced to alight on the open sea two hundred miles north of Fayal. Four destroyers have gone to her assistance. There is no news of the third seaplane so far.

#### CREW RESCUED.

Washington, May 18. An official message says the crew of the NCI have been taken aboard the steamship Iona. The seaplane was taken in tow, but the tow-line parted.

#### FOG TROUBLES.

London, May 18. According to a telegram from Horta, the Commander of NC4, interviewed, said he flew 3,000 feet till he sighted Corvo. Fog compelled him to descend to 200 feet and then alight on the water. He located Horta and resumed his flight, completing the passage in 13 hours and 19 minutes.

Washington, May 18. No apprehension is felt by the Navy Department regarding the missing seaplanes, which are believed to have been compelled to descend owing to fog. The destroyer Harding reports that she has established communication with the NCI, which was fog-bound south-east of Flores Island, Azores, at 4.27 in the afternoon, Washington time. The Harding is speeding to her rescue.

#### HAWKER AND RAYNHAM FLY.

St. John, May 18. Hawker and Raynham both fly this afternoon.

Later. The Sopwith machine with pilot Hawker started on the trans-Atlantic flight at 5.51 in the evening, Greenwich time.

Washington, May 17. N.C. 4, was 100 miles off Corvo island, the Azores, at 5.45 a.m., Washington time.

#### HAWKER'S DISCRETION.

St. John, May 18. The Martinsyde mishap was due to a collapse of the undercarriage, owing to the bad field. Hawker dropped his wheels before leaving land.

#### DESTROYERS SEARCHING FOR N.C. 3.

Washington, May 18. In the vicinity of the Azores the weather is unfavourable, which continued during the flight to-day of N.C. 4. The destroyer Harding is towing in N.C. 1 to Horta.

Ten destroyers are scouring the foggy seas for No. 3, which has not been heard of since 5.15 on Saturday, having discarded its wireless owing to the weight.

New York, May 17.

N.C. 4 has arrived at Horta, in the Azores.

## REUTER'S TELEGRAMS

### BOLSHEVIST FLEET.

#### PREPARATIONS FOR LEAVING KRONSTADT.

London, May 15. Reuter's Agency learns that the Bolshevik Navy, consisting of two Dreadnoughts, two cruisers and also torpedo boats and destroyers, are preparing to leave Kronstadt.

The serious threat which the Bolshevik Fleet would cause Helsinki, which is easily bombardable from the Gulf of Finland, is the real cause of the large concentration of Finnish troops in this area which has been interpreted as indicating an intended attack on Petrograd.

#### BOLSHEVISTS' ATTEMPT TO SAVE PETROGRAD.

Stockholm, May 19. It is reported from Petrograd that with a view to saving Petrograd, the Bolsheviks have devised a plan of making it a free port, independently administered, maintaining but loose connections with the rest of Russia.

### NURSE CAVELL.

London, May 15.

The remains of Nurse Cavell arrived at Dover last evening aboard a destroyer. The coffin was borne ashore by eight blue-jackets and taken in a procession, including naval, military and local authorities, to the marine station, where it was guarded during the night prior to departure for London in the morning. Women serving in the forces were conspicuous in the reception of the remains and the procession.

### HOME CRICKET.

London, May 17. At the Oval, Surrey beat Somerset. At Lords, Middlesex and Nottingham have drawn.

### BRITISH VITAL STATISTICS.

#### SOME ALARMING FIGURES.

London, May 15. The Registrar-General's returns for England and Wales showed that the deaths for the quarter ended March 31st exceeded the births by 47,002 compared with an excess in births for the corresponding quarters of three previous years.

### AUSTRIAN PEACE DELEGATES IN PARIS.

#### CHIEF DELEGATE'S CONTAGIOUS SMILE.

Paris, May 15. The reception of the Austrian delegates was more friendly than that of the Germans.

Renner, the chief delegate, stepped out of the car, with his hat, in his hand, and with a contagious smile made a very brief and tactful speech which the Prefect of Seine and the Chief of the Reception Committee replied. He was delegated to meet and treat them with friendly courtesy.

### REVISION OF BELGO-DUTCH TREATY.

Paris, May 15. The Commission on the revision of the Belgo-Dutch Treaty of 1839 has called a meeting for May 29th. Holland has been invited to send a delegate.

### REPATRIATION OF RUSSIAN PRISONERS.

Paris, May 15. The Council of Foreign Ministers has considered the question of ways and means for returning Russian prisoners at present in Germany. Repatriation has been decided upon.

### THE SCHLESWIG PLEBISCITE.

Paris, May 14. The Council of Foreign Ministers has considered the question of sending a mixed British, French and American force to Schleswig to maintain order during the plebiscite.

### ITALY'S AFRICAN CLAIMS.

Paris, May 14. The Temps says a Commission consisting of Lord Milner, M. Simon (French Minister of Colonies) and M. Kartino (ex-Governor of Erythraea) has been charged with the examination of Italy's African claims under the Pact of London.

### ADVANCE OF SIBERIAN ARMY.

Omsk, May 11. Siberian troops have reached the River Viatka, 100 miles east of Kozan.

### THE 'FLU IN RUSSIA.

Stockholm, May 18. A message from Petrograd says Spanish influenza is raging in Petrograd and Moscow. There are two hundred cases daily.

### AERIAL MISHAPS.

Rome, May 18. Ten British aeroplanes, bound for Egypt, landed at Genoa. One side-clipper and four airmen were hurt. One is dead.



HON. DR. LIM BOON KENG.

who on Wednesday last was presented with the O. B. E. at Government House, Singapore.

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### AERIAL ROUTE TO AUSTRALIA.

Singapore, May 22. General Borton, interviewed, said that the Dutch authorities were most helpful. He spent a month selecting sites for an aerial service to Australia.

### STRAITS TIN.

Singapore, May 22. Tin is quoted for the first time in many weeks at \$115.12½. Sales amount to 120 tons.

### DAY BY DAY.

Lady Rees-Davies left by s.s. Shinyo Maru to-day for Tsingtau for the summer months.

Sergt. D. K. Blair, H. K. Defence Corps, has been promoted Company Sergeant Major and is going to again take charge of the Signalling Section, a position which he held under the old Volunteer regime. The right man again in the right place.

H. R. H. Prince Yugala of Siam and a large suite are at present in Hongkong and putting up at the Hongkong Hotel. They arrived by the Empress of Asia from Japan and are leaving by the Dilwara to-morrow for Singapore eventually going to Bangkok.

Messrs. Trueman and Parry, two Dockyard employees, are going home on the 28th instant after having been here for several years. A smoking concert will be held to-night in the Naval Recreation Club room at 8 p.m. on the occasion of a presentation to them.

We regret to record the death last night at the Naval Hospital of Chief Stoker E. Haughton, of H.M.S. Hydrangea. The deceased was very popular on board and had been 18 years in the Navy. Previous to joining H. M. S. Hydrangea, he served on the King Alfred a cruiser stationed round the Canary Isles, and the Achatee, a destroyer. He was 37 years of age and a native of Devon. He joined H.M.S. Hydrangea in January, 1918, since which time he was engaged on

patrol duty in the Mediterranean and mine-sweeping out here. The funeral takes place this evening. The deceased leaves a widow and two children.

A thief whose favourite occupation lies in the light-fingered line, has met his match. Imagining that he had an easy picking, he came up to a Shanghai woman who was proceeding along Jubilee Street yesterday with several friends and snatched an earpick from her hair. The lady turned round and gave him a blow on his jaw which stretched him in a semi-conscious state on the ground. Two Indian constables who had hurried up completed the discomfort of the thief. His career for the next 12 months was shaped for him by Mr. R. E. Lindsell at the Police Court to-day. His Worship, in addition, ordered him to be accommodated with the birch and stocks.

All the stock-in-trade which Leung Kee requires consists of a pair of pliers, a chisel, a screw-driver, and about 16 skeleton and other keys. Equipped with these formidable articles he paid a visit to No. 17, Gage Street, on Wednesday night, and lethimself in to the first floor. The only thing which he could carry away was an electric lamp-fitting. No other articles of value met his eyes, and in his anxiety to search for them he revealed his presence to the people of the flat by the great noise he made. The result was that he had to take a hurried departure. In the street a detective was on duty and he effected the capture of the burglar after a long pursuit. To-day Leung Kee commenced a three months' sentence. At the end of that period he will serve another term of six months for returning from

### To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s 6.7-16d.

### The Weather.

Forecast:—Rain. Barometer—29.84. Temperature 2 p.m.—71. Humidity—3 p.m.—86.

### LEST WE FORGET.

I was at Sempt about the end of August. The Germans were retreating and we were pressing on them. We entered about mid-day. A young girl about 17 came up to me crying in the village; she was dressed only in a chemise; she told me that 17 girls including herself, had been dragged into a field and stripped quite naked and violated, and that twelve of them had been killed by being ripped up across the stomach with a bayonet. She told me that there were a great number of soldiers. I could not leave my battery to go and see the corpses; the girl told me it was 10 minutes' walk. In the same village on the same day I saw a man in a barn (dead); the corpse was burnt and his legs cut off. The village people told us that his legs had been cut off, and he had been thrown alive into the fire. I also saw a man lying shot against a wall; his wife told me that he had refused to give up his horse, and the Germans had then taken it and shot him.—Official deposition of Belgian Officer before Committee on German Outrages.

### STEEL FURNITURE.

According to an American consular and trade report, a Cuban firm in one month recently sold steel furniture to the value of 3,000 dollars. It is said to "embody modern conveniences hitherto practically unknown."

### COST OF LIVING.

The Labour Gazette, a periodical of the Board of Trade, gives an interesting account of the movements in the cost of living since the beginning of the war. By the time of the armistice the cost of food had risen to 133 per cent. of the pre-war figure, and the general cost of living to 120 per cent. Since the beginning of February prices have begun to fall, the cost of food has gone down from 130 per cent. to 120 per cent. of the 1914 figures, and there is no doubt, that it will continue to move in the right direction. It must be remembered, however, that the rise was caused by two distinct causes. The first, an actual shortage of many commodities, will gradually cease to be operative. The second, the inflation and consequent depreciation of the currency, and the general decline in the value of money from that and from other causes, will be removed more slowly and with greater difficulty.

### DON'T FORGET.

#### TO-DAY.

Victoria Theatre—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.

#### TO-MORROW.

Victoria Theatre—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.  
Empire Day.  
Folo Club Gymkhana at the Race Course—4 p.m.  
Craigagower Club's "At Home."

#### THURSDAY, MAY 29.

"Star" Ferry Co. Ltd.—Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co. Ltd.—11.30 a.m.  
Peak Tramways Co. Ltd.—Meeting of Shareholders at the Hongkong Hotel—Noon.

#### THURSDAY, JUNE 1.

Hongkong Hotel—Meeting of Shareholders at the Hongkong Hotel—Noon.



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## MASSAGE HALL

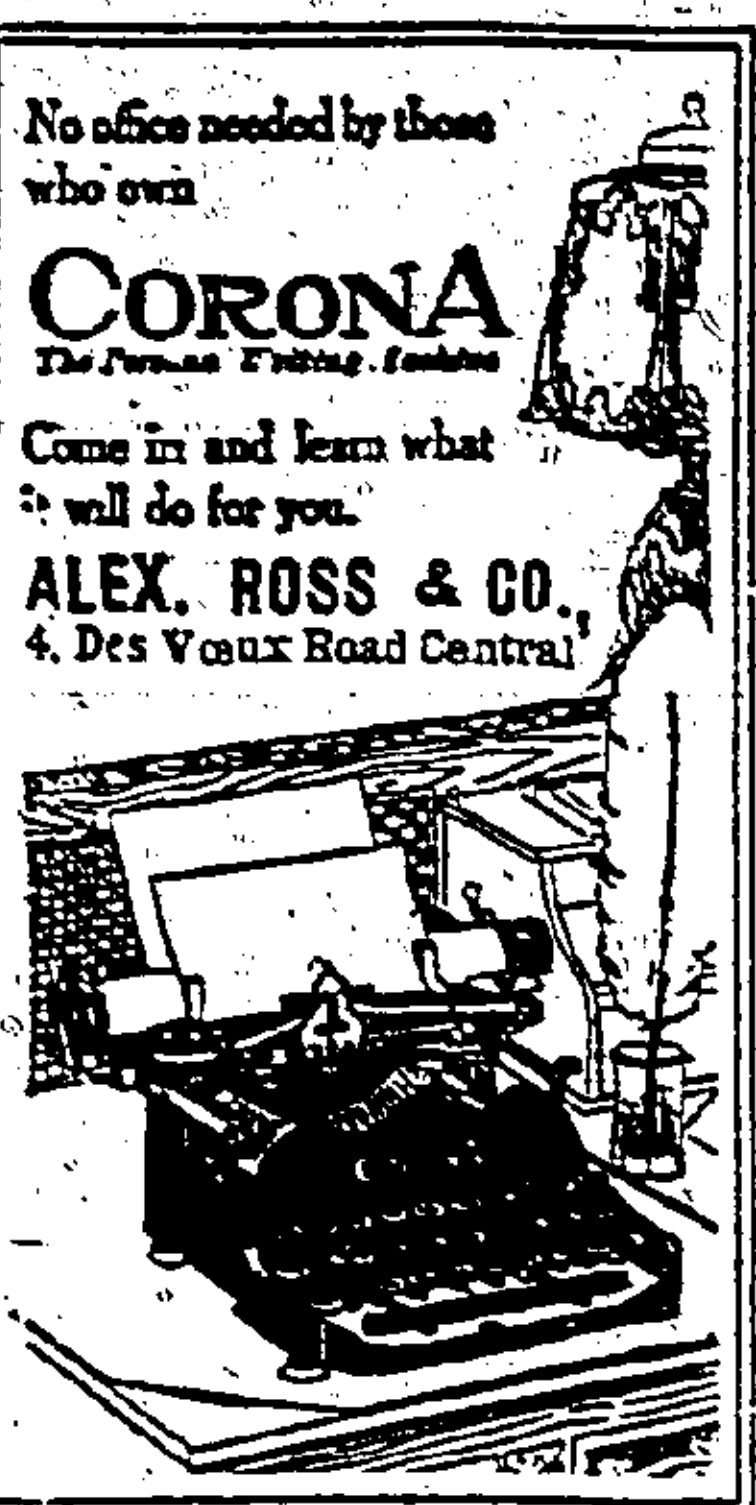
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ALTERNATIVE TO  
ELECTRICITY.RUMANIAN'S SONIC  
INVENTIONS.

Mr. George Constantinesco, a  
Rumanian by birth, but now a  
naturalized British subject, has  
been honoured by a visit by Queen  
Mary and the Queen of Rumania  
to inspect the works at West  
Drayton where his inventions are  
being perfected, says a London  
paper.

Their Majesties were accom-  
panied by Princess Mary,  
Princess Marie, Princess Ileana,  
and Prince Nicolas, and others  
present were Mr. Charles Cust, Sir  
Derek Keppel, Brigadier-General  
Groves (representing the Air  
Ministry), Brigadier-General  
Maitland (representing the Air-  
ships Department), Commander  
Turner (representing the Admir-  
alty), Colonel the Master of Sem-  
pill (representing the Ministry of  
Munitions and Air Ministry Tech-  
nical Department), and Colonel  
Arion, Rumanian Military At-  
tache.

The new Sonic Works at West  
Drayton are really a large re-  
search laboratory provided by the  
Government to enable Mr. Con-  
stantinesco to develop his various  
inventions.

The secrecy which has sur-  
rounded the work which has been  
done must for the present be  
maintained, but there is much  
which is of great interest to be  
seen at the works, and the Royal  
party followed with the greatest  
attention the demonstration given  
of the possibilities of the various  
inventions and the results which  
have been obtained.

One of the inventions of Mr.  
Constantinesco which the devel-  
opment of the Sonic system of

transmission made possible was  
the C.C. synchronizing gear  
which helped so largely to  
establish the supremacy of our  
Air Force, enabling our men to  
fire up to 2,000 bullets a minute  
through a propeller having from  
1,000 to 2,000 revolutions a  
minute.

The Sonic system of trans-  
mission, though developed mainly in  
connection with the war, has, it is  
claimed, great possibilities for  
commercial purposes.

There are experts who have  
described it as an alternative to  
electricity almost as revolution-  
ary as is electricity when it  
was first brought forward for  
industrial use.

Described briefly, the Sonic  
system is a substitution of the to-  
and-fro motion of actual particles  
of liquid for the to-and-fro motion  
of electric waves which occur in  
an electric conductor carrying  
alternating current.

It is an alternative way of  
getting the same effects by the  
to-and-fro motion of a compres-  
sion wave identical with the  
ordinary sound wave propagated  
by liquid.

It has long been known that  
sound waves could be propagated  
by liquid, but this is said to be  
the first time that they have been  
made carriers of energy by  
enclosing them in a pipe.

## HALL'S NEW HEAD.

The new head of the Hamburg  
American Line, who has been  
chosen to replace the late Albert  
Ballin, whose death is still  
shrouded in mystery, is Dr.  
Wilhelm Cuno who was born in  
1876 and has been a Government  
official in the Finance Depart-  
ment since 1907. During the war  
he was engaged principally in  
food supply.

WILHELM AND HIS  
ACCOMPLICES.WHAT THEY HAVE  
DONE.

Several respectable authorities  
in England (says *World's Work*)  
have declared that there is not  
tribunal before which the Kaiser  
and his associates can be called  
to answer for their crimes: de-  
spite this, the Peace Confer-  
ence has made an excellent  
beginning by appointing a com-  
mittee to determine, among other  
things, "the degree of responsi-  
bility for these offences attaching  
to particular members of the  
enemy's forces, including  
members of the General Staffs  
and other individuals, however  
highly placed." Probably there  
is no sentiment more generally  
prevailing in the world to-day  
than the demand for the punish-  
ment of those who have fought  
the most atrocious war in history  
in the most atrocious way. If no  
tribunal exists for bringing these  
arch criminals to book it is  
simply because the crimes of  
which they stand accused have  
been hitherto unknown.

What specifically are these  
crimes? An industrious French-  
man, M. Tancrède Martel, has  
done the world a service by  
assembling in concrete form the  
particular offences charged to  
particular individuals in his  
recent book, "What Will Be  
the End of William II and His  
Accomplices?" M. Martel has  
compiled a list, a kind of Who's  
Who in International Crime  
containing 337 high-placed Ger-  
mans who may with propriety be  
hailed before the bar of justice.  
Most of the German leaders who  
have figured in the war pews of  
the last four years figure in M.  
Martel's list. Inevitably the  
Kaiser stands at the head, and  
then the Crown Prince, Beth-  
mann-Hollweg, Hindenburg,  
Mackensen, and all the rest  
follow in all their hideous  
eminence. The following are a  
few of the specific offences which,  
according to M. Martel, demand  
the consideration of the  
Allies:

Von Hindenburg: As com-  
mander-in-chief in East Prussia  
ordered that bread which had  
been found soaked in paraffin  
should be given as food to the  
Russian prisoners. Being at  
Roisel (Somme) on the 10th of  
March, 1917, gave the order that  
everything should be destroyed,  
burned, and pillaged in the regions  
which the barbarians were about  
to evacuate. Was responsible for  
the violation of tombs at Car-  
lepont, Candor and Roigise in  
March, 1917.

Von Mackensen: Responsible  
for thefts, incendiarism, and the  
execution of notables and peasants  
in Rumania. Ordered about 1,000  
Rumanian children, from 10 to 17  
years of age, to be shot on the  
ground that they had conspired  
against him. Stole 10,000,000  
in the occupied parts of  
Rumania.

Prince Rupprecht of Bavaria:  
Massacred and hanged  
civilians in Russian Poland  
in 1915. Is responsible  
for the deportations of Lille,  
Roubaix, and Toucou, accom-  
plished with the help of Von  
Graevenitz, military governor of  
Lille. Connived at the theft of  
money from the deportees.

Von Schubert: Shelled a num-  
ber of old men, women, and  
children whom he had collected  
in the hospital at Brouage, on the  
ground that they were "useless  
mouths." Caused 31 girls to be  
carried off and placed at the dis-  
posal of his officers.

Von Bulow: Posted the following  
notice at Andenner on the 22nd of  
August, 1914: "It is with my  
consent that the whole place  
has been burned and about 100  
people have been shot." Posted  
the following notice at Namur  
on the 25th of August, 1914:  
"Ten hostages will be taken in  
each street. If there is any  
disturbance in the street all the  
hostages will be shot."

Klauss: Responsible for mass-  
acres at Gerbeville and Eram-  
bois. At Gerbeville alone 60  
civilians were assassinated. One  
of them, engaged in Red Cross  
work, was soaked in petroleum  
and burned alive.

Stenger: Author of the follow-  
ing order of the day: "All  
prisoners, even if taken in large  
numbers, are to be put to death.  
No living man is to be left behind  
us."

Von Graevenitz: Military gov-  
ernor of Lille. Carried 30,000  
civilians, including many women  
and children, into slavery, and  
told the Bishop, who protested,  
to hold his tongue.

Von Dreicht: At Arlon, being  
drunk, ordered the execution of  
117 hostages. Laughed when he

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## ROBINSON'S

was told, on recovering sobriety,  
that the order had been carried  
out.

Blegen: Responsible for the  
destruction of Dinant and the  
massacre of more than 600 per-  
sons, including 34 old men, 71  
women, and 17 children under  
nine years of age.

Von Manteuffel: Ordered the  
burning of Louvain and the ex-  
pulsion of 10,000 civilians from  
the town.

Von Rodeiski: Gave a formal  
order that all Cossacks who sur-  
rendered should be shot or  
hanged.

Major von Bulow: Author of  
the destruction of Aerchot.  
Ordered 150 civilians to be shot.  
Compelled the women of the  
town to stand by, with their arms  
in the air, for six hours, witness-  
ing the conflagration.

Eberlein: Boasted, in an article  
printed in the *Munchner  
Neueste Nachrichten*, that he  
had compelled civilians to march  
in front of his men as a screen  
against the enemy's fire.

Von Tirpitz: Responsible for  
the earlier submarine  
outrages.

Von Capelle: Responsible for  
the later submarine outrages.  
Gave stringent orders that hos-  
pital ships were not to be  
spared.

After reading such specifica-  
tions as these, the learned disqui-  
sitions in international lawyers that  
no machinery exists for bringing  
the perpetrators to punishment  
make little impression. The  
world is not so much  
interested now in legalistic com-  
plexities as in the exact ap-  
portionment of justice. There is  
a well-known principle that a  
wrong which is not punished is a  
wrong which is condoned, and  
should the civilized Powers now

assembled at Versailles ignore  
such depredations as these they  
would admit that they were  
justifiable practices in civilised  
warfare. Unless Von Tirpitz and  
Von Capelle are punished for  
murdering women and children  
on the high seas then this  
kind of warfare would be prac-  
tically regularised in the future.  
If Mackensen is permitted to  
shoot a thousand Rumanian  
children and suffer no penalty,  
if Von Schubert is permitted to  
shell old women on the ground  
that they are "useless mouths,"  
if Klaus is permitted to soak a  
Red Cross worker in petroleum  
and burn him alive, if Von Grae-  
venitz is permitted to carry  
30,000 civilians into slavery,  
what complaints can the  
world make if things like this  
happen in another war? If these  
men did not commit these crimes,  
of course they should not suffer  
for them, but the only way to  
determine that is by an orderly  
judicial proceeding. Such a  
proceeding will accomplish more  
than merely bring the accused to  
trial. It would place eternally  
upon the records the precise  
facts regarding the German  
atrocities, and forever remove  
the subject from the  
field of controversy. All the  
first-hand witnesses could go  
upon the stand, state exactly  
what their own eyes have seen,  
and thus in coming generations  
there would be little field for  
argument or discussion. Certain-  
ly the Peace Conference owes it  
to history to make this record as  
complete as possible. If the facts  
coincide with the charges made  
by M. Martel and countless other  
investigators and observers, then  
the commonsense of mankind  
will have little difficulty in fixing  
the punishment.



## WHAT LABOUR IS OUT FOR

## LEADER'S STRAIGHT TALK.

Mr. "Bob" Williams, the Secretary of the Transport Workers' Federation, is one of the most vigorous figures in the British Labour movement. As one of the members of the Triple Alliance, he has taken a leading part in the recent negotiations with the Government which have now definitely averted a national strike. He gives his views on Labour aspirations to Helen R. Macdonald in the following interview in the *National News*.

When I saw Robert Williams come towards me across the floor of the hotel, I thought I had never seen such a big man. He is about six feet three, and broad in proportion. Everything about him is big. When we greeted each other, my hand was completely lost in his. His voice is big, so are his ideas. He is the general secretary of the National Transport Workers' Union, and doubtless some of the people who are finding things rather trying these strike-filled days wish that his influence was not also big and compelling.

These are big days for Williams. Conferences, meetings, debates, fights, almost every minute of the twenty-four hours.

"How goes it?" I asked.

"Fine," he said quietly.

"What are you out for?"

His eyes kindled. "Everything," he answered. "Shorter hours for one thing. They are the Genesis to the Book of Emancipation. For the dock and waterside transport workers the working hours are to be brought down from 54 to 44 hours per week. For the tramway employees, the average has been from 56 to 48. The ideal is an eight-hour day. For road transport workers from 66 hours we must reduce them to 48. The rates of pay must be the same. Piece workers are to have an increase of 20 per cent. on the total earnings and a reduction in the hours of labour."

## THE PROGRESSIVE IDEA.

"What chance is there of your getting these concessions?"

Williams laughed with an air of triumph. "You may as well try to keep back the hands of the clock as to stop the advance of Progress," he said. "We have practically got all these things. And it is a question of time until we get the other things we are out for."

"Big wages and short hours are not the only things," I said. "I remember a family in one of the steel districts of Lanarkshire. There were a father and his three sons. An income of some £20 a week went into that house, yet the standard of life was extremely low. The house was a miserable, comfortable place."

"Yes," Williams said quickly, "because that family would probably find it impossible to get a better house. Increased earning power makes a man want to live better. If a working man has the money he wants to have the best. He eats more and better food. He goes to a better tailor. His wife and children have better Sunday clothes. But when it comes to a question of housing, the worker with the big wage is at a dead end."

## THE ESCAPE FROM SLUMDOM.

"The workers' houses in England are bad enough. But in Scotland. Some of the dock workers in the Clyde district are herded together like cattle. In awful tenements, filthy places they are, with noisome stairs and closes where health and fresh air are alike impossible. Yet the working men cannot launch out and take a house in a good locality at £35 or £40 a week. The fear of unemployment is always in front of him. So he cannot get out of the slums and he has to live in tune with locality."

"Well, what is your solution?"

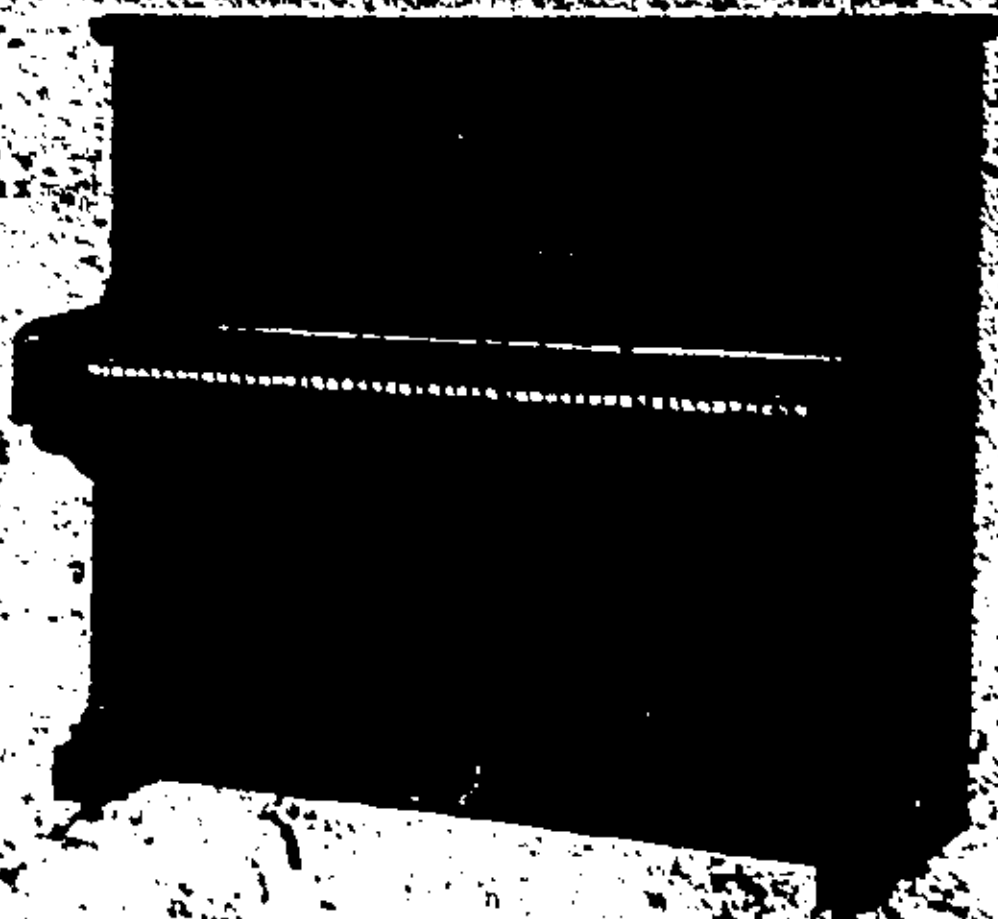
"A communal system," came the answer. "Neither private enterprise nor Government action, but municipal ownership. The outstanding difficulty is lack of money borrowing powers."

"To bring about better housing, the entire community must be interested and make it their scheme. The State must float loans to enable ground to be purchased and suitable houses built. The people with the State behind them, helping eternally with loans, must things are righted."

"If a man lives in a house unfit for human habitation, it is idle to say that he has freedom of opportunity. He has not. Evil conditions tend to perpetuate."

## NOTICES

## MOUTRIE PIANOS

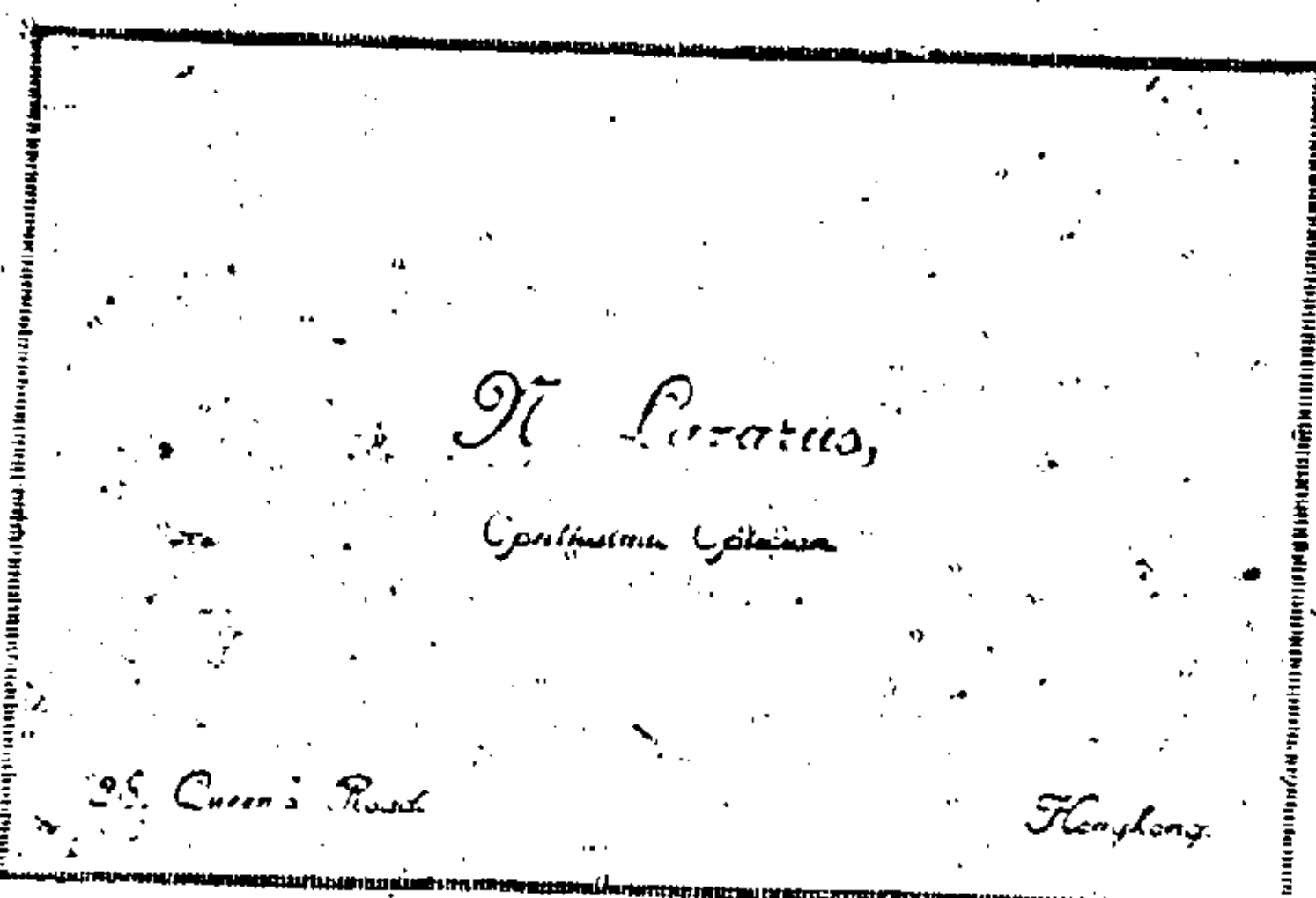


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themselves for the homes dominate the families and their mode of life.

## SHORTER HOURS ESSENTIAL.

Shorter working hours will go a long way to improve matters and bring leisure to many who, all their lives, have been cheated out of a desire for a better and fairer standard of living.

And where does drink come in?

"To the man who lives in a slum," Williams replied, "drink is his only outlet. It means forgetfulness of fatigue and misery, a false sense of power, of joviality and freedom. Drink is the one short cut the workers know out of slumdom. What wonder they take it?"

"What are your ideas," I asked, "on this scheme which is on foot to pension all industrial and civilian widows as well as the widows of soldiers and officers?"

Robert Williams thought for a moment. He seemed to be harking back to days long since gone. Then he said:

"When I was a boy of seven my mother was left a widow with a large family to bring up. For my support she received the sum of 1s. 6d. per week from the Poor Law authorities."

## THE TAIN OF CHARITY.

"I went to a board school. In order to get even this miserable sum of 1s. 6d. per week I had to stand up in the class, before my fellows, marked out as the recipient of a charity dole. Every Friday, from the time I was seven until I was ten, I underwent this humiliation."

"Then, child as I was, I refused to stand it any longer. As soon as I was able I got a job running errands, and so, independent, I was able to do without the 1s. 6d. per week."

"My mother was a laundress and by her labours she was able to keep us together, clean and decent. But it was a terrible struggle, and she had to work like a horse to do it. I think that these early, bitter experiences, led me, when I came to manhood, to take up the cause of others who were being crushed humiliated."

"I am entirely in favour of the scheme of mothers' pensions already adopted in thirty-five States of America to make the mother the proper guardian of the child. In practically every case the child should be left solely in her charge, she being provided with the economic opportunity to promote and develop all its latent talents."

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INFLUENZA IN INDIA.

NO COUNTRY SUFFERED SO SEVERELY.

The Indian Government have issued a remarkable report on the influenza epidemic by Major Norman White, who has just vacated the position of Sanitary Commissioner, which he had filled with distinction.

Major White declares that from the incomplete information available, it would appear that no country has suffered as severely from the disease as India during the last quarter of 1918. Without fear of exaggeration it can be stated that influenza was responsible for six million deaths, equivalent to more than half the mortality attributable to plague in the 22 years during which plague has been epidemic in that country. Five million deaths occurred in British India, and one million in the Native States.

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It is possible that recent revelations before the Coal Commission regarding the capitalisation of reserves are responsible for the cautious manner in which the directors of the Cumbria Steamship Company announce the distribution of the bonus shares for every ordinary share held. They are at pains to point out that "whatever amount the directors may at any time consider prudent to distribute as dividends or bonus will represent on the new capitalisation a percentage of half what it would have been on the old." This may, no one wonders why they should trouble to make the bonus distribution, imply the significance of the thoughtfulness of the directors. One is inclined to write the company off like so many others, as financially incapable of the variety of financial measures that a digital instrument would make desirable.

It is a pity that the Cumbria Steamship Company is not a public company, for the public would be able to see the directors' accounts and to see the



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## THE LATE MR. JACK.

### FUNERAL AT HAPPY VALLEY.

The large attendance at the funeral of the late Mr. W. C. Jack, which took place at Happy Valley yesterday, was evidence of the high esteem in which he was held in the Colony. The Rev. V. H. Copley, M.C. officiated, and amongst those present were Mr. G. Jack, son of deceased (chief mourner); Dr. G. P. Jordan, Messrs P. Kremer, R. M. Dyer, J. Reid, K. Craig, A. R. Lowe, A. Gibson, G. M. Shaw, A. Ritchie, R. Packham, J. W. Graham, B. L. Frost, J. Macdonald, P. T. Farrell, T. J. Tully, G. J. Harman, S. Baker, J. H. Underwood, H. Bridger, T. Oliphant, A. Stevenson, R. V. Cameron, J. Taylor, D. Templeton, A. Henderson, R. Henderson, J. Gardiner, A. Davidson, C. W. Brown, D. Muir, S. Musso, J. Parsons, A. Dubois, Jeanou, P. W. Ramsay, T. Petrie, D. W. Ramsay, Forsyth, A. D. Macdonald, J. Dalziel, J. Hyde, J. Jack, Keith, Neave, N. L. Raiton, J. Hanson, McIver, Mandin, G. E. Gegg, J. W. Graham, A. Stalker, Capt. T. Innes, Capt. French, Captain R. Hall, Capt. T. Mitchell and Lieut. Johnstone.

Amongst the large number of wreaths sent were those from the following:—Wife and Children; office of W. C. Jack and Co.; Workshop of W. C. Jack and Co.; Kowloon Cricket Club; Hongkong Electric Co.; Hughes and Hough; Carmichael and Clarke; Past Presidents, Institution of Engineers and Shipbuilders; Committee, Institution of Engineers and Shipbuilders; the Hongkong Tramway Co.; The Kowloon Dock Staff; Brossard Mopin and Co.; Messrs Lowe, Bingham and Matthews; United Asbestos Oriental Agency, Chairman of Directors of Hongkong and Whampoa Dock Co.; W. Powell and Co.; officers and members of Naval and Military Lodge 848 S. C.; Lodge Eastern Scotia 923 S. C.; Grand Lodge of Scottish Freemasonry, Hongkong and South China District; Lodge of St. John, S. C.; 618; St. Andrew's Society, Hongkong; Mr and Mrs H. B. Bridger; Mr and Mrs A. MacKenzie; Mr and Mrs S. Baker; Mr and Mrs J. Thorburn; Mr and Mrs N. L. H. Raiton; Mr and Mrs J. Hyde and family; Mr and Mrs D. Harvey; Mr and Mrs C. W. Reynolds; Mr and Mrs D. Gow; Mr and Mrs Harvey Green; Mr and Mrs S. Biney; Mr and Mrs D. Purves; Mr and Mrs Holt; Mr and Mrs W. O. Lambert; Capt. and Mrs F. Wheeler; Mr and Mrs J. Macdonald; Mr and Mrs A. A. H. Milroy; Capt. and Mrs Ritchie; Mr and Mrs T. Petrie; Mr and Mrs V. McC. Liddell; Mr and Mrs R. Packham and Miss Packham; Mr and Mrs W. L. Raiton and Eric; Mr and Mrs Witchell; Mr and Mrs J. Walker; Mr and Mrs G. H. M. Bannerman; Mr and Mrs T. Neave; Mr and Mrs W. G. Clark; Mr and Mrs J. Oram Shephard; Mr and Mrs G. H. May; Mr and Mrs F. G. Hendrick; Mr and Mrs Filtrie; Mr and Mrs F. E. Rosser; Mr and Mrs D. A. Goodwin; Mr and Mrs G. P. Lammert; Mr and Mrs B. L. Frost and family; Mr and Mrs A. W. Heron; Mr and Mrs Johnstone and family; Mr and Mrs R. E. Gunn; Mr and Mrs F. W. Stapleton; Mr and Mrs E. H. Scott; Mr and Mrs E. Walker; Mr and Mrs W. T. Elson; Mr and Mrs Innes; Mr and Mrs S. E. Green; Mr and Mrs J. Reid; Mr and Mrs W. Davison; Mr and Mrs A. Stevenson; Capt. and Mrs T. A. Mitchell; Mr and Mrs Templeton; Mr and Mrs S. T. Williamson; Mr and Mrs R. Hall; Mr and Mrs J. Lambert; Madame M. Flint and M. Mandin; Mrs. Lily; Mrs E. O. Murphy and Miss Kirkwood; Miss Clark; Miss Rogues; Miss C. Medina; Miss Russell; Mrs A. Gillanders; Capt. A. Jenkyns; Mr C. W. Brawn; Mr F. A. Chopard; Mr K. E. Greig; Mr P. Kremer; Mr R. M. Dyer; Capt. and Mrs Liddell; Mr H. W. B. Kennett; Mr J. O. Hughes; Mr A. G. Gordon; Capt. Skilton; Mr H. F. Campbell; Mr A. Ritchie and Mrs G. R. Edwards; Mr J. H. Gardiner; Mr J. H. Lawrence; Mr T. Ramsay; Mr J. W. Graham; Mr S. Goldsmith; Mr J. H. Wallace; Mr J. W. Paton; Mr E. T. H. Bunje; Mr G. M. Shaw; Mr W. Nicholson; Mr A. M. Clark; Mr J. Tully; Mr C. Ahmed; Wing Cheong; A'kau; Mr F. H. Nye.

## LLOYD'S SURVEYOR IN HONGKONG.

### THE TRANSFER OF MR. J. LAMBERT.

Engineer-Lieutenant John Lambert, R.N.R., left to-day by the Shinyo Maru, together with Mrs. Lambert, for San Francisco. They will spend some little time in the United States and Canada before proceeding to London, whither Mr. Lambert has been transferred.

Mr. John Lambert, born in Sunderland, was the eldest son of Dr. William Osborn Lambert, M. D., and J. P. for the county borough of Sunderland. He was educated with a view to entering the medical profession, but developed mechanical ideas, so that the intention of following the footsteps of his father was abandoned and he became a marine engineer.

Mr. Lambert has had long experience in the Colony's shipping and engineering. He acted on all occasions for Lloyd's agents and the Salvage Association and had considerable experience in salvage work.

Since the war Mr. Lambert's duties as Lloyd's Surveyor were increased by a large amount of Admiralty and Government orders being placed with the local Dock Companies, the conversion of steamers and sailing vessels to Europe to carry oil fuel and 40,000 tons of shipping at present building to Lloyd's highest class for the Shipping Controller made the work too arduous for one man. Mr. Lambert hence felt the need of a change and rest and petitioned the Society for home leave and transfer to cooler climate.

Mr. Lambert came to Hongkong in 1895—nearly a quarter of a century ago—to join the Cosmopolitan Dock as Superintendent Engineer, and was later promoted Chief Engineer of the Hongkong and Whampoa Dock Company, where he remained until fifteen years ago, when the position of Surveyor to Lloyd's Register at this port was offered and accepted. He was decorated on board the H.M.S. Tamar on 19th June, 1910, with the officers' long service decoration, by Rear-Admiral Lyon, R. N., and was called out for active service in August, 1914, and appointed Fleet Coaling Officer for Hongkong. In 1915, when the fleet had left these waters and auxiliary cruisers were operating further afield, coaling work became normal, and Mr. Lambert was allowed to return to his duties as Lloyd's Surveyor.

## DAIRY FARM NEWS.

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Mr. Lambert has two sons, both Surveyors, one of whom is Assistant Government Marine Surveyor in Hongkong, and the other Chief Engineer with the Canadian Government in Victoria. Mr. Lambert was a prominent Mason in the Colony, Master of Zetland Lodge (1913) and was first Principal of Victoria Chapter, holding offices in the Grand Lodge and Grand Chapter. Messrs. I. S. Gardiner, M. I. T. S. Morrison, ship and engineer surveyor, from New York, succeeded Mr. Lambert.

## LAWN TENNIS.

Yesterday afternoon an interesting tennis match took place between N. E. Kent and J. Jennings and the Japanese players who took part in the Manila Olympiad, Mikami and Nomura. The weather conditions were far from suitable for lawn tennis and the Japanese appeared to feel this handicap rather more than their opponents. Kent and Jennings did not play up to their usual form and the match resulted in an easy win for Nomura and Mikami by 6-0, 7-5.

## NOTICES.

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NEURALIA 28th May, noon 30th June 8th July

FOR SINGAPORE, COLOMBO &amp; BOMBAY.

DILWARA 24th May, noon due Bombay about 10th June

FOR CALCUTTA via STRAITS &amp; RANGOON.

ARRATOON APCAR Early June due Calcutta, June.

FOR SHANGHAI &amp; KOBE.

ARRATOON APCAR

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central, HONGKONG.

## SHIPPING.

NIPPON YUSEN KAISHA.  
(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination. Steamer &amp; Displacement. Sails hence.

SHANGHAI, KORE &amp; YOKO- \*Mishima M. {MON, 9th

HAMA T. 15,930 {June at 11 a.m.

NAGASAKI, KORE &amp; YOKO- \*Tango Maru {FRI, 23rd

HAMA T. 13,550 {May at 3 p.m.

\*Nikko Maru {SAT, 31st

T. 9,600 {June at 11 a.m.

SHANGHAI &amp; KORE.

LONDON &amp; Antwerp via S'pore, \*Kaga Maru {SATUR, 31st

Penang, Colombo, Suez and T. 12,300 {May at noon.

Port Said.

MELBOURNE via Manila, Zam- \*Aki Maru {THURS, 22nd

boanga, Thursday Is., Town- T. 14,930 {May at 11 a.m.

sville, Brisbane &amp; Sydney.

NEW YORK via Japan. \*Tatsuno M. {TUESDAY, 27th May.

T. 14,930 (Cargo only)

BOMBAY via Singapore and Kirin M. {SATUR, 24th May.

Colombo T. 7,760

CALCUTTA via Singapore, Pen- ang and Rangoon.

\*Fushimi Maru SUN, 22nd June, at 11 a.m.

\*Katori Maru SUN, 13th July, at 11 a.m.

\*Nippon Maru

Telephone Nos. 292 &amp; 293.

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	Leave Hongkong.
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SHIRYO MARU 23rd May.

SIBERIA MARU 24th May, from Yokohama.

PERSIA MARU 18th June.

KOREA MARU 26th June.

TENYO MARU 21st July.

NIPPON MARU 27th July.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

KIYO MARU 12th July.

SEIYO MARU 4th Nov.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd., and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 &amp; 2375.

## JAVA-PACIFIC-LYN

FOR SAN FRANCISCO VIA MANILA

## S.S. "SOERAKARTA"

Will be despatched as above on or about

May, 31st, 1919.

For freight apply to:—

## JAVA-CHINA-JAPAN-LYN

Agents.

## CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "CHINA"

June 14th, 1919. July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON &amp; ANTWERP "BASSANO" Sailing

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents,

or to REISS &amp; Co. Canton

Hongkong, 10, Apr. 1917.

## SHIPPING NEWS.

## CHINA COAST GAZETTE.

Mr. J. P. Cunningham, acting chief officer, Hinsang, has gone second officer, Loongsang. Mr. F. T. Harris, second officer, Loongsang, has gone chief officer, Hinsang. Mr. J. W. Pettigrew, chief officer, Hinsang, is on reserve. Mr. H. S. Huxley, chief officer, Namsang, has gone chief officer, Waishang. Mr. W. W. Hipkin, from reserve, has gone chief officer, Namsang. Mr. W. C. Young, second officer, Yussang, has resigned. Mr. W. J. Lawrence, from reserve, has gone second officer, Yussang. Mr. P. Kemp, third engineer, Hinsang, has resigned. Mr. S. Thomson, second engineer, Fausang, has been appointed fourth engineer, Fausang. Mr. H. D. Iffla, second engineer, Loksang, has gone acting chief engineer, Fooksang. Mr. W. A. McLean, third engineer, Taksang, has gone acting second engineer, Loksang. Mr. B. H. Fookes has been appointed third engineer, Hinsang. Mr. T. A. Gerard, second engineer, Mausang, has gone second engineer, Fookshing. Mr. H. Craig, second engineer, Fookshing, is on reserve. Mr. E. D. Davies, second engineer, Hinsang, has gone chief engineer, same ship. Mr. V. Lyons, fourth engineer, Hingsang, has gone fourth engineer, Fookshing. Mr. R. Rennie, third engineer, Fooksang, has gone second engineer, Waishang. Mr. S. Nelson, second engineer, Waishang, has gone second engineer, Fooksang. Mr. W. J. Gordon, third engineer, Hinsang, has gone second engineer, same ship. Mr. W. Gow, chief engineer, Hinsang, is on reserve. Mr. F. J. FitzGibbon, second engineer, Fooksang, has gone sixth engineer, Hejaz. Captain D. H. Martin, of the Kancho, is on reserve. Captain P. H. Cowan, from reserve, has gone master, Kancho. Mr. D. Jones, second officer, Liangchow, has gone second officer, Fookchow. Mr. C. Hansen, acting chief officer, Honam, has gone second officer, Kancho. Mr. W. E. Earle, second officer, Chenan, has resigned. Mr. S. Lewis has been appointed third engineer, Kancho. Mr. W. Anderson, second engineer, Taming, is on reserve. Mr. F. Lickley, supernumerary second engineer, Liangchow, has gone second engineer, Taming. Mr. M. Oliver, second engineer, Fookchow, has gone second engineer, Fatsan. Mr. G. Tinker, third engineer, Kancho, has gone third engineer, Liangchow. Mr. L. S. Strank has been appointed third engineer, Yingchow. Mr. C. S. McKinley, from reserve, has gone second engineer, Poyang. Mr. N. Poignand has been appointed fourth engineer, Kungping. Mr. M. C. Tapia, third engineer, Kwangle, has gone second engineer, Irene. Captain O. B. Wilks, of the Hoimang, has gone master, Chihshang. Captain H. Udden, of the Pakwo, is on reserve. Captain W. B. A. Wilks has been appointed master, Cavanba. Mr. J. Cartwright, from reserve, has gone chief officer, Kwongying. Mr. A. C. Connor, acting master, Suian, has gone chief officer, Honam. Mr. J. T. Laing, chief officer, Shinfoo, is on reserve. Mr. O. Pans has been appointed chief officer, Shinfoo. Mr. W. S. Turnbull, second officer, Haitan, is on reserve. Mr. P. F. McManus, third officer, Haitan, has gone second officer, same ship. Mr. G. Pirie, chief officer, Hoimang, has resigned. Mr. R. G. Stevens, second officer, Burrembest, has gone second officer, Innaminka. Mr. W. G. Erwin, second officer, Haitong, has gone second officer, Haiching. Mr. W. G. Cheshire has been appointed second officer, Haiching. Mr. G. Best has been appointed fourth engineer, Haiching. Mr. W. H. Kehling, second engineer, Burrembest, has gone second engineer, Chingchow. Mr. F. Veitch, chief engineer, Tobolsk, has resigned. Mr. J. McMahon has been appointed second engineer, Asia. Mr. F. C. Clemo has been appointed third engineer, Chingchow. Mr. A. T. Clarke, third engineer, Chingchow, has resigned. Mr. R. Clasper, chief engineer, Haiching, has resigned. Mr. J. Leach, second engineer, Chingchow, has resigned. Mr. A. A. Bolton, from leave, has gone chief engineer, Haiching. Mr. W. H. Loureiro, second engineer, Haiching, has resigned. Mr. L. E. Faine, has been appointed second engineer, Haiching.

## SHIPPING.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For.	Steamers.	To Sail.
------	-----------	----------

SHANGHAI &amp; TSINGTAO Yingchow 25th May at d'light.

SHANGHAI Kiukiang 25th May at noon.

SWATOW &amp; BANGKOK Hupeh 26th May at noon.

SHANGHAI Tean 27th May at noon.

SWATOW &amp; SINGAPORE Chengtu 28th May at noon.

WEIHAIWEI, CHEFOO, Huichow 18th May at 3 p.m.

N'CHWANG &amp; TTSIN

SHANGHAI Sunning 29th May at noon.

SHANGHAI &amp; TSINGTAO Kwangse 1st June at d'light.

SWATOW &amp; BANGKOK Luchow 3rd June at noon.

MANILA, CEBU &amp; ILOILO Taming 3rd June at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidstships. Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (twice weekly) and Tsingtao

(weekly), taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports. Passengers are Landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Telephone No. 36.

Hongkong May 23, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service, between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Tijlmarock, Java in port 24th May Shanghai

Tijlmarock, Java 28th May Japan

Tijlmarock, Japan 30th May Java

The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Quinnebaug J. Medina FRI. 23rd May at 10 a.m.

Maitan A. H. Stewart TUES. 27th May at 1 p.m.

Haihong J. W. Evans FRI. 30th May at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

## INDO-CHINA STEAM

## NAVIGATION CO., LTD.

Projected Sailings from Hongkong,—(Subject to Alteration).

For Steamship On

TIENTSIN via Chefoo... Cheongshing Sat. 24th May at d'light.

SHANGHAI via Swatow Tungshing Sun. 25th May at d'light.

SHANGHAI Hopsang Sun. 25th May at d'light.

MANILA Yuensang Mon. 26th May at 3 p.m.

SHANGHAI Kwongsang Tues. 27th May at d'light.

HAIPHONG Taksang Wed. 28th May at 8 a.m.

MANILA Loongsang Fri. 30th May at 3 p.m.

STRAITS &amp; Calcutta Fooksang Sat. 31st May at 3 p.m.

CALCUTTA LINE.—This line is now being reorganised and will shortly afford frequent and

regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally

calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and

Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes

calling at Swatow. Steamers on this line have a limited amount of passenger accommo-

dation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-

modation.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong where

inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to

4000 tons.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Duta

calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports

with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephones No. 215.

## FOR NEW YORK

## BLUE FUNNEL LINE

## S.S. "EURYBATES"

Will be despatched for NEW YORK Thursday,

June 5th.

For Freight and further particulars, apply to:—

## BUTTERFIELD &amp; SWIRE,

Agents.

CANADIAN PACIFIC  
OCEAN SERVICES LIMITED

## PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

VIA

Shanghai Nagasaki (or Moji) Kobe &amp; Yokohama.

Steamer	From Hongkong	Arrive Vancouver
---------	---------------	------------------

EMPRESS OF ASIA 12 June 30 June

EMPRESS OF JAPAN 23 June 16 July

EMPRESS OF RUSSIA 10 July 28 July

MONTEAGLE 22 July 16 Aug.

EMPRESS OF ASIA 7 Aug. 25 Aug.

EMPRESS OF JAPAN 20 Aug. 10 Sept.

EMPRESS OF RUSSIA 4 Sept. 22 Sept.

MONTEAGLE 27 Sept. 22 Oct.

EMPRESS OF ASIA 2 Oct. 20 Oct.

EMPRESS OF JAPAN 15 Oct. 5 Nov.

EMPRESS OF RUSSIA 30 Oct. 17 Nov.

## "FARES HONGKONG TO EUROPE"

EMPRESS OF RUSSIA Gold \$491.00

EMPRESS OF ASIA Gold \$436.00

EMPRESS OF JAPAN

MONTEAGLE

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, etc.,

and reservation of accommodation, and

Ministerial of trips and descriptive literature

apply to

P. D. BUTTERFIELD,

GENERAL AGENT, PASSENGER DEPARTMENT,

Phone 752.

J. M. WALLACE,

GENERAL AGENT,

Phone 42.

HONGKONG.

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 tons Each.

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA" 18th June.

S.S. "ECUADOR" 16th July.

S.S. "COLOMBIA"

These steamers have the most modern equipment including over-

head electric fans and electric lighting ALL LOWER BERTHS &amp;

Large Comfortable State-rooms (all single and two berths only.)



## SHIPPING.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 2nd June.  
"ANDES MARU" Monday, 14th June (Call Marseilles).  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.  
"BURMA MARU" Monday, 26th May.  
"GANGES MARU" Monday, 26th May.  
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.  
"HAWAII MARU" 15th June.  
BOMBAY & COLOMBO, Regular fortnightly service via S'PORE.  
"BURMA MARU" Monday, 26th May.  
"GANGES MARU" Monday, 26th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUUCK, LAUNCESTON, and ADELAIDE.  
"NANKING MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KAT-LUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.  
"CANADA MARU" Saturday, 7th June.

HAIPHONG—Three times a month service.  
"DAITOKU MARU" Monday, 2nd June.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.  
"SOSHU MARU" Thursday, 5th June.  
KEELUNG VIA SWATOW AND AMOY.  
"AMAKUSA MARU" Sunday, 23rd May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI, & YOKOHAMA.

For sailing dates and further particulars please apply to—  
Y. YASUDA,  
Manager,  
Tel. No. 744 and 745 No. 1, Queen's Building.

## Y. K. K.

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1  
NANYO MARU No. 2  
NANYO MARU No. 3  
SODECAURA MARU.  
KYODO MARU No. 13  
TAMON MARU No. 1  
ASOSAN MARU.  
CHEIAN MARU.

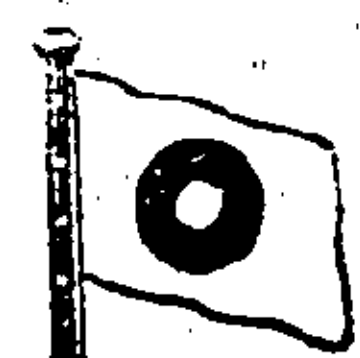
REGULAR SERVICE FOR  
FREIGHT BETWEEN

HONGKONG,  
BANGKOK  
and/or  
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent,  
Top Floor, King's Building.

Tel. No. 140 & 155.



## KUWARA SHOJI KAISHA, LTD.

KUWARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALTAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, YOKKAICHI, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,  
M. HASHIMOTO,  
General Agents.

Telephone No. 2108.

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following  
U. S. Shipping Board Steamers  
will be despatched for

SEATTLE, TACOMA, VICTORIA AND VANCOUVER.

"WESTERN KNIGHT" About June 15th.  
"WEST HEMATITE" Aug. 10th.

FOR PORTLAND Direct.

"WEST MUNHAM" About June 25th.  
"WEST CELINA" Aug. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO  
THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.  
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA &amp; SHANGHAI

STEAMERS SAILING DATE.  
"HAROLD DOLLAR" ... about May, 22nd.  
"BESSIE DOLLAR" ... about June, 24th.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING  
THIRD FLOOR

TEL. 795.  
792.

## KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN WAERWYCK"

will be despatched on the 12th June, to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

## VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
--------------	----------------	-----------------------	-------------------

## JAPAN AND COAST PORTS.

Shanghai	Tjmanook	J.C.J.L.	24, May
Bombay via Ports	Kirin M.	N. Y. K.	24, May
Singapore, Colombo, & Bombay	Dilwara	P. & O.	24, May
Shanghai	Kinkang	B. & S.	25, May
Shanghai via Swatow	Fungshing	J. M. Co.	25, May
Shanghai	Hopsanz	J. M. Co.	25, May
Shanghai and Tsingtao	Yingchow	B. & S.	25, May
Genoa	Ganges M.	O. S. K.	25, May
Manila	Yuenasung	J. M. Co.	26, May
Bombay via Ports	Burma	O. S. K.	26, May
Japan Ports	Siam M.	O. S. K.	26, May
Swatow and Bangkok	Hupoh	B. & S.	26, May
Shanghai	Teau	B. & S.	27, May
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27, May
Shanghai	Kwongsang	J. M. Co.	27, May
Swatow and Singapore	Chengtu	B. & S.	28, May
W'wei, C'foo, N'chwang & T'sin	Euichow	B. & S.	28, May
Japan	Tillatip	J.C.J.L.	28, May
Haiphong	Paksang	J. M. Co.	29, May
Shanghai	Sunniak	B. & S.	29, May
Manila	Loongsang	J. M. Co.	30, May
Swatow, Amoy and Foochow	Haihong	D. L. Co.	30, May
Java	Tillitong	J.C.J.L.	31, May
Straits and Calcutta	Focksang	J. M. Co.	31, May
Shanghai and Tsingtao	Kwangse	B. & S.	1, June
Swatow and Bangkok	Luchow	B. & S.	3, June
Manila, Cebu and Iloilo	Taming	B. & S.	3, June
Shanghai, Kobe and Yokohama	Mishima M.	N. Y. K.	9, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, June

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

HEAD  
OFFICE: KOWLOON.  
Telephone No. K. 55.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OF DOCK SLIPS	ENTRANCE DEPTH	DEPTH OVER ALL AT ENTRANCE	SIZE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	100'	12'	12'	24"
No. 2 Dock, Kowloon	120'	12'	12'	24"
No. 3 Dock, Kowloon	120'	12'	12'	24"
WATERLOO				
Waterloo Dock	120'	12'	12'	24"
Waterloo Slip	120'	12'	12'	24"

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.M.A., Kowloon Dock, Hongkong.

## SHIPPING NEWS.

## A BIG ORDER.

Messrs. Swan, Hunter & Wigham Richardson, Ltd., Wallsend, have received a contract from the Cunard Steamship Company, Ltd., for a large passenger steamer. The dimensions will be: Length, 600-ft.; breadth, 73-ft. 6-in.; depth moulded, 45-ft.; with a deadweight of about 12,500 tons. The vessel will be fitted with geared turbines. The Wallsend firm has built numerous large vessels for the Cunard Steamship Company, Ltd., the most notable being the Mauretania, launched in September, 1906.

## THE MOEWEE'S VICTIMS.

It is now learned that one of the Moewe's victims, the British S. Yarrowdale, was sunk by H. M. ships Achilles and Dundee on March 16, 1917. On December 11, 1916, when outward bound, the German raider Moewe captured the Yarrowdale, and sent her to Germany, under a prize crew, where she arrived about December 30, 1916. She was promptly condemned by the Prize Court, and was at once fitted out for an independent raiding cruise, being commissioned as the auxiliary cruiser Leopard. In spite of her disguise as the Norwegian S. Rana her career was short lived; the German Admiralty has admitted that she was sunk in the North Sea, probably by British Naval Forces. By the irony of fate the Moewe arrived home on March 20, four days after the ex-British Yarrowdale had been sunk. The captor and prize were thus unwittingly in close company.

## AWARDED D. S. O.

The Distinguished Service Order has been conferred on Lieut. Robert Hunter McNair, R.N.R., of the Indo-China S. N. Co., for excellent services in command of a gun-boat in the advanced posts on the North Dvina River from October 11 to 20, 1918. On the latter date the gun-boat was sunk by concealed enemy fire. During this period he was in constant action with superior forces of enemy flotilla, thus affording relief to the land forces ashore and covering their retirement from a difficult position. Lieut. McNair, who was second officer of the Hangsang, was one of the first officers on the coast to offer his services to the Admiralty, having left here in December 1914.

## TRIAL TRIP.

The new Dacre Castle, replacing the vessel of the same name lost in Formosa in January 1912, has completed a successful trial trip at sea. She was built by Messrs. Swan, Hunter & Wigham Richardson, Ltd., at their Wallsend Shipyard as a standard steamship of the "B" class for the Shipping Controller, and was originally named the War Lynx. She is a single-screw steamer 400-ft. in length, with a beam of 52-ft., a depth of 31-ft., and a deadweight carrying capacity of about 8,300 tons, and has been built to the highest class of Lloyd's Register. The propelling machinery consists of a set of direct-acting triple-expansion engines built at the Neptune Engine Works of Messrs. Swan, Hunter & Wigham Richardson, Ltd. Steam is supplied by three cylindrical boilers under a work pressure of 180-lb. per square inch under forced draught.

## THE MERCANTILE MARINE.

## ADMIRAL JELlicoe'S TRIBUTE.

Addressing a gathering of Mercantile Marine officers and men in India recently, Admiral Jellicoe said one could not speak before a gathering of officers and men of the mercantile marine in these days without coming at once to the magnificent work they did in the war. In every part of the world and in every theatre of the war the Mercantile Marine had been to the fore. They had had many members of them in the Grand Fleet and very proud they were to have them and very glad of their splendid services.

## THE Q-BOATS.

They were in the Dover patrol and in every place he could remember, but he thought that perhaps their finest service was that done in the Q-boats. Several instances of their wonderful gallantry came to his personal notice. He remembered the behaviour, for instance, of one Q-boat in particular.

This ship had been waiting long for the appearance of a U-boat which it knew to be nearby but which would not come to the surface of the sea. The Q-boat had already been heavily shelled by it, but had not revealed that it was anything more than an ordinary merchantman. But the shelling by the submarine had set fire to part of the ship in the vicinity of her concealed 4-inch gun and its magazine. The gun's crew were at station just above the magazine and they knew that as the fire progressed that magazine must go up sooner or later and that they must go up with it. But not a man of them moved. Finally it did go up and the gun's crew with it. A finer instance of discipline and gallantry had never been recorded, either in the annals of the Royal Navy or in the mercantile marine. (Cheers.)

Another instance that came to his notice, in which testimony to the splendid discipline of a Q-ship's company was borne by a German officer, was that of H.M.S. Prize, commanded by Lieut. Commander Sanders, R.N.R. She was shelled by a submarine for forty minutes and so badly damaged that she could hardly run to harbour. But the men aboard her sat tight and made no sign that they were anything more than an ordinary cargo steamer. The submarine closed to within a hundred yards, when down went the Q-boat's gunwale and she opened fire. The first two shots knocked over the submarine's 4-inch gun and her conning tower—(hear, hear)—and also knocked over her captain and some of her crew. (Cheers.)

## HEIGHT OF DISCIPLINE.

The submarine sank and all thought she was finally done for. Three months later they learnt that she had managed to make for a German port. The Prize picked up the U-boat captain and three of her men. The captain was later examined to see whether any information could be got out of him and he said he would never have thought that any nation in the world could possibly have trained officers and men to such a pitch of discipline as the crew of that ship showed under the shelling he gave her. But that ship was manned by merchant seamen and it had only been in commission a week. (Loud cheers.)

It was one of the finest instances of discipline and courage that the world had ever seen. (Cheers.)

He could tell thousands of such stories. One other which came to his mind was of a drifter in the Adriatic under Captain James Watt, V.C. The drifter carried a three-pounder gun and was called upon by an Austrian light cruiser to surrender. "Surrender be damned," shouted the Captain, "Open fire!" He opened fire and he brought that drifter home—with her three-pounder gun. (Loud cheers.)

Viscount Jellicoe next described how the White Star Olympic, under Captain Baddock, stood by the Audacious when that battleship was mined off the Irish coast early in the war, and helped her, and he recounted that on the Olympic's last wartime voyage across the Atlantic, when she had 6,000 American troops on board her commander spied a submarine and promptly steered for it and rammed it, so that it sank. The Captain then picked up thirty of the submarine crew. And the American commander of the troops said, "Now, Captain, why did you want to pick up those Hunns?" (Hear, hear and laughter.) He replied, "Well, I picked up thirty of them." "I should have thought one was enough, Captain," remarked the American. (Laughter.)

## CONSIGNEES.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship.

## S.S. "KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. at noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers,  
Hongkong, 20th May, 1919.

## MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. MISHIMA M. (European Line), left Liverpool for this port via the Suez Canal on the 3rd inst., and is expected here on the 8th June.

The N.Y.K. s.s. KIRIN MARU (Bombay Line), left Moji for this port direct on the 20th inst., and is expected here on the 26th inst.

The N.Y.K. s.s. KAGA MARU (European Line), left Kobe for this port via Moji and Shanghai on the 20th inst., and is expected here on the 29th inst.

## THE TERRITORIALS.

Some further details regarding Mr. Churchill's proposals in regard to the Territorial Force are given in a recent issue of the Times. The Territorial Force is to remain as a vital part of Britain's defensive system and will consist of fourteen Infantry Divisions, and fourteen Mounted Brigades, plus Army troops. Its higher commands are to be filled by selection from T. F. Officers, and it is only to be liable for service overseas in the event of a General Military Service Act. The days are past, according to Mr. Churchill when the Territorial Force will have to put up with second and third rate weapons. It will be abundantly supplied with the finest war material in the world. Men will not be called up on old attestations, but will be given an opportunity to rejoin on the new terms. It is mentioned that during the war there were killed in the Territorial Force more than 6,500 officers and 105,000 men; while the total casualties numbered 26,900 officers and 565,000 men.

## "GETTING HIS OWN BACK."

"I know, said Admiral Jellicoe, that many of you before me have taken part in such fine performances; but the behaviour of the whole mercantile marine was magnificent. He remembered going to inspect a gunnery class and finding in it one man who had been torpedoed six times! (Laughter.) He had been a ship's steward and was only now anxious to get good training in gunnery so that he could get some of his own back. (More laughter and cheering.) That was the spirit that had kept the mercantile marine going as long as it has. (Loud and prolonged applause.)"



## KOWLOON NOTES.

Many of our readers living on the Peninsula have shown their appreciation of our special weekly Kowloon column by bringing to our notice instances of abuse and misuse in Kowloon and vicinity which have long been going from bad to worse and have requested us to give publicity thereto. We deal with the following, this week, as being of outstanding importance.

Sometime back, a shelter and playground was built on Chatham road specially for the use of European children, and a caretaker was, we believe, employed to look after the place and welfare of such children. Generally, for a long time past, however, the place seems to have been abandoned to Chinese children and coolies and at night time is even used as a latrine. Naturally, in these circumstances, Europeans will not allow their children to use the place but since it was for their good the shelter was erected we agree that the matter should be looked into and supervision provided to ensure its being useable for the purpose it was originally intended.

We are also requested to draw the attention of the authorities to the congested state of Canton road during the tiffin hour, when the road commencing from the Market and for about five hundred yards further on is practically impassable during that time owing to the food-stall holders who line the road on either side. Their patrons, mostly coolies working in the Godown Company, in so far as having any idea of traffic regulation appear to have claimed this portion of the road as their own private "tiffin room". We went to the trouble of traversing this road during the tiffin hour, the other day, and found that our correspondent's complaint is more than justified. It was impossible for a ricksha to proceed at more than a walking pace, with frequent stoppages, and we have no hesitation in pointing out that the state of things is little short of disgraceful. In this case we are able to suggest a very simple remedy which is that the stall holders should be confined to the open space adjoining the south side of the Market and also to an open space adjoining the south side of the one of Godown Company's buildings which stands on the right hand side of Canton Road about half way up. There are also two or three other spots where the light railway of the Godown Company runs across the road to premises on the other side where are spaces which constitute practically blind alleys with no traffic to be obstructed except when the railway is used for the transportation of goods, which, apparently does not occur during the tiffin hour, and could therefore easily be used by the stall holders. In connection with this matter, we noticed our energetic C.S.P. the other evening, politely requesting a knot of people who were standing outside the King Edward Hotel to avoid obstructing the thoroughfare. We would suggest that the Hon. Mr. E.D.C. Wolfe take a ricksha ride up Canton road, any day between the hours of 12.30 and 1 p.m., when he will see for himself that there is urgent need for reform.

What the Lawn Tennis League would do without the Kowloon Clubs we do not know. Of the eleven teams taking part in it, no fewer than six are drawn from Kowloon—namely, two teams from K.C.C., two from the U.S.R.C., and one each from the Wigwam and the Kowloon Bowling Green Club. In the matches last Saturday, K.C.C. "A" easily accounted for the C.R.C. "B" team, but the K.C.C. second string went down rather badly to the U.S.R.C. "A" players. There was a great tussle between two Kowloon teams when the Bowling Green men went to the U.S.R.C. courts to meet the "B" players there. The visitors evidently thought it was a hopeless case when one of their pairs went down 8-3, but when it came to total the games it was found that the home team had won by the margin of one game only. Wigwam did not expect to win against the C.R.C. "A" men, but they put up a good fight and managed to secure 31 games. They are improving their record with each match.

We learn that the Spanish Procurement will shortly be erecting new Headquarters on the Kowloon side.

## TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks n.	\$670
Marine Insurances.	
Cantons n.	\$450
North Chinas b.	\$220
Unions n. ex. div.	\$1020
Yangetzes b.	\$932
Far Easterns n.	\$26
Fire Insurances.	
China Fires n. ex. div.	\$141
H. K. Fires b.	\$325
Shipping.	
Douglases b.	\$89
Steamboats n.	\$22 1/2
Indos (Pre.) n.	\$32
Indos (Def.) b. 154 sa.	153
Shells b.	200/-
Ferries s.	\$37
Refineries.	
Sugars n.	\$159
Malabons b.	\$34
Mining.	
Kailans b.	49/-
Langkats Combined s. t. 1914	
Shanghai Loans	
S'rai Explorations n.	24
Rajabs n.	41 1/2
Trochons b. cum rights	46 1/2
Urals	
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. 91 s.	93
K. Docks b. 151 s.	152
S'hai Docks n.	\$127 1/2
N. Engineerings n.	\$24
Lands, Hotels & Buildings.	
Centrals b.	\$109
H.K. Hotels n.	\$100
Land Invest. b. 111 sa.	111 1/2
H'phreys Est. b.	\$8.10
K'loon Lands b.	\$47
L. Reclamations n.	\$175
West Points b.	\$72 1/2
Cotton Mills.	
Ewos b. t. 240	
Kung Yiks s.	t. 34
Lau Kung Mows b. t. 172 1/2 sa.	175
Orientalis b.	t. 88
S'hai Cottons sa.	t. 178
Yangtzepeeps b.	t. 112 1/2
Miscellaneous.	
Green Islands s.	\$734
China Borneos n.	\$124 1/2
China Lights b. \$5 old s.	1.05 new
China Providents b.	\$74 1/2
Dairy Farms n.	\$30
H. K. Electrics s.	\$75
Macao Electrics n.	\$33 1/2
Ropes b.	\$31 1/2
Trams, Low Level n.	\$74 1/2
Trams, Peak, old b.	\$84 1/2
Trams, Peak, new b. cts.	85
Laundries b.	\$334
Steel Foundries n.	\$12
U. Waterboats b.	\$13
Watsons s.	\$5 1/2
Wm. Powells b.	\$11 1/2
Wiseman's n.	\$30

Hongkong, May 23, 1919.

Readers are reminded that the organ recital, by Mr. T. A. Martin, will take place at St. Andrew's Church, this evening at 8.15.

The many friends of Mr. and Mrs. F.G. Herridge will be glad to learn that Mr. Herridge is now well on the way to recovery from his illness and the latest medical report is that the patient's progress is very satisfactory.

Kowloon now has its Chess Club consisting of about a dozen members. The Club was formed at the end of March last; Mr. P. R. Wolf being elected as President and Mr. R. Packham as Hon. Secretary and Treasurer. The Club meets every Friday evening at St. Andrew's Church Hall.

The following competitions have been arranged by the K.C.C. Golf Section, for Empire Day. In the morning there will be a Tombstone Competition. The winner will be the player who, with Bogey 75 plus his handicap, has gone the farthest round the course and with his final stroke lies nearest the hole he played for. A second prize will also be presented, and a third prize will be presented to the "player who dies," nearest an unknown spot. (N. B. Each player will be provided with a tombstone which must be placed by him with his name affixed as soon as he has completed his allowed number of strokes.) In the afternoon there will be a four ball Competition for Spoons.

In the evening, a supper will be given in the Club House at 8.15, after which a musical programme will be rendered.

We shall be glad to give publicity in this column to any items Kowloon residents care to send us.

## WHICH IS THE WIFE?

## POLICE COURT TANGLE.

"You have stolen my husband, and I am going to make you pay for it." It was with such words as these that a Chinese woman expressed her feelings to her husband's sweetheart. The wrathful woman traced the guilty parties to a house at No. 32, Yee Wo Street and turned them out neck and crop.

This tale was told to Mr. R. O. Hutchison at the Magistracy today, when the assaulted woman brought a charge of assault against the wife. Some doubts existed this morning as to which woman is the real wife. The assaulted woman averred in her statement that the man had come to her and announced that he was single and eligible for matrimony. Believing his words, she had married him, only to find out her mistake later from the man's wife. He who was the cause of all the trouble, had packed his kit-bag and made himself scarce when he saw trouble brewing, leaving the two women to fight out their quarrels out as best they could.

Altogether the affair offered too many difficulties for a successful solution and would have proved a bad job for the S.C.A. Mr. Hutchison was of this opinion when he compromised by binding both women over to keep the peace for the next six months.

## NEXT OLYMPIAD.

## TO BE HELD IN SHANGHAI.

At a meeting in Manila of representatives from the three countries composing the Far Eastern Athletic Association it was decided that the next Far Eastern Olympiad be held in Shanghai in 1921. The date of the meet was changed at the request of China so that the next meet will be held either the last week in September or the first week in October. China has been somewhat handicapped every year by the holding of the meet in May because it has been impossible to effectively train the athletes who come from northern China. Spring doesn't set in until April, leaving scarcely a month for out-door work before the meet when held in May. The new date will give China ideal opportunity to prepare for the meet during the summer months.

The change of date will not effect the training period of the Philippines team to any appreciable extent beyond the fact that the schools will be in session. As athletics are a recognized part of the regular school curriculum here there will not be any difficulty in assembling the athletes for training as arrangements may no doubt be made so that school athletes may make up their studies after the meet.

The big meet will be staged at Hong Kew Park which is the great recreation park and playground of Shanghai. The athletic field is said to be an immense proposition, capable of accommodating all branches of sport contested in the Far Eastern meets at the one time. It is intended to construct a grand stand from which may be seen every contest of the next Olympiad. September, October and November are the ideal months of the year in Shanghai so far as weather conditions are concerned. A great meet is looked forward to two years hence.

## GAVE HER BABY RELIEF AT ONCE.

Mothers every where are finding Baby's Own Tablets, the Canadian children's remedy, immensely valuable for their little ones. Here is what one American mother says:—

"My baby was much troubled with wind colic," writes Mrs. B. Williams, of Perth Amboy, N.Y., "and nothing seemed to do any good until I tried Baby's Own Tablets. They gave relief at once and I would not be without them. I have taken great pleasure in recommending the Tablets to my friends."

Baby's Own Tablets are mother's ever-ready help and baby's friend. They contain no opiates or narcotics, and are guaranteed an absolutely harmless remedy for infantile indigestion, simple fever, colic, constipation and diarrhoea. They destroy worms, allay the pains of teething, promote health-giving sleep and regular development.

Of chemists, also post free at 60 cents the vial from the Dr. Williams' Medicine Co., 96 Se-chuen Road, Shanghai.

## TO-DAY'S NEW ADVERTISEMENTS.

## FAIRALL &amp; CO.

ARE SHOWING.

LIGHT WEIGHT

Silk Rain Coats  
in Various Shades.

Umbrellas.

Ready-to-wear Hats.

'Phone 644.

## NOTICE.

## TWO NIGHTS ONLY!

Mr. A. Rebel and Mr. C. N. Joaker, journalists, who are on a World Tour, will give a lecture dealing with

## THE BATTAK COUNTRY.

(Central Sumatra), and a short history of the

## CANABALISTIC INHABITANTS.

The above lecture will take place at the

## Astor House Hotel.

Friday the 23rd & Saturday the 24th May, at 5 p.m.

The lecture will be illustrated by photographs of the interior and a number of interesting curios will be exhibited.

## HONGKONG STOCK EXCHANGE.

## NOTICE IS HEREBY GIVEN

that the Stock Exchange will be CLOSED tomorrow, Saturday, 24th May 1919, EMPIRE DAY.

By Order of the Committee.  
E. M. RAYMOND,  
Secretary.

Hongkong, 23rd May, 1919.

## WANTED.

WANTED:—Bright, Capable Englishwoman, going to Canada "Empress Asia" 12th June, would take charge of Children: or Semi-Invalid. Write Box 177 c/o "Hongkong Telegraph."

## LOST.

LOST:—A Diamond Brooch with five stones between Hongkong and Kowloon. Finder will be rewarded. Apply Box 178 c/o "Hongkong Telegraph."

## THE "TELEGRAPH"

IS

## THE FEATURE PAPER.

## LOOK OUT

On MONDAYS for

"CURRENT COIN"

On TUESDAYS for

"AN ISLANDER'S DIARY"

On WEDNESDAYS for

"MODERN MODES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which your

favourite feature appears.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 2nd June, 1919,

commencing at 11 a.m.

at Blue Building godown 4A, Wanchai, of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

305 pieces Mild Steel Angles 3" x 3" x 3" x 18' 22"

244 pieces Mild Steel Angles 3" x 3" x 3" x 32'

164 pieces Mild Steel Angles 5/16" x 3" x 3" x 22'

3 pieces Mild Steel Angles 5/16" x 3" x 3" x 20'

and afterwards at 3 p.m.

at No. 16 godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. (Kowloon)

36 pieces Mild Steel Plates 5/16" x 5' x 10'

46 pieces Mild Steel Plates 3" x 5' x 10'

46 pieces Mild Steel Plates 3" x 5' x 10'

10 pieces Mild Steel Plates 3" x 5' x 10'

36 pieces Mild Steel Plates 5/16" x 5' x 10'

3 pieces Mild Steel Plates 5/16" x 4' x 8' stored in No. 11 Passage

46 pieces Mild Steel Angles 1" x 1 1/2" x 12' x 18' 22"

83 pieces Mild Steel Angles 1" x 2" x 2" x 18' 22"

82 pieces Mild Steel Angles 1" x 2 1/2" x 2 1/2" x 16' 22"

(The above stored in No. 2 Passage)

6 casks No. 20 G. Bright Wire

4 casks Zinc Sheets Gauge 7 1/4 x 8'

(The above stored in No. 26 Godown)

Terms: Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

## LLOYD'S REGISTER OF SHIPPING.

NOTICE.—The Undersigned John Lambert Ship and Engineer Surveyor to the above Society being transferred to Europe, the surveying duties will in the future be attended to by Mr. J. S. Gardiner, M.I.N.A. Ship Surveyor and Mr. T. S. Morrison Ship and Engineer Surveyor appointed from New York to this port.

(Sgd.) JOHN LAMBERT

Lloyd's Register of Shipping

Alexandra Buildings

Hongkong,

Hongkong, 23rd May, 1919.

## CRAIGENGOWER CRICKET CLUB.

NOTICE:—Members will be at Home to their friends at the Club House on Saturday 24th, May from 4 to 7 p.m.

R. BASA,  
Hon. Secretary.

## NOTICES.

REMEMBER  
TEL. No. 977  
FOR

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THE MOST  
MODERN  
CARS IN  
TOWN.

Sole Agents:

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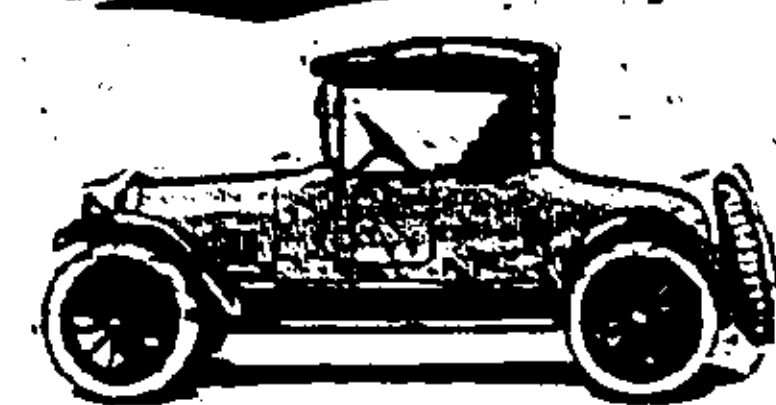
Tel. No. 1913.

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G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car

At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

## THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shankwan, Office-4 Queen's Road Central

## TELEPHONE

## THE BREEZY GARAGE

FOR COMPLETE SATISFACTION

SUMMER IS HERE

and you want the most modern cars procurable at a price that is reasonable.

## CARS FOR HIRE.

Chandler, 7 Passenger: ...\$2.00 per hour

Hudson Super Six: ...7.00 " "

Oaklands: ...6.00 " "

WEEKLY & MONTHLY TRIPS CAN BE ARRANGED.

TEL. 2499

A LARGE STOCK OF GOODRICH & GOODYEAR TYRES & TUBES SIZES 24 x 4 & 22 x 4 HAVE ARRIVED.

TEL. 2499

## NEW STOCKS

OF

## KOLYNOS

Tooth Paste

## PEPSODENT

Tooth Paste

## DANDERINE

For the Hair

## MOOVOL

The Stain Remover

## BATHING CAPS.

## THE VICTORIA DISPENSARY

(Corner of Flower Street.)

TELEPHONE 298.



## HONGKONG DEFENCE CORPS

**Administrative Orders by Major G. H. Wakeman, V.D., Acting Administrative Commandant, state:**

## STRENGTH.

No. 982 Pte. P. T. Chivers, Signalling Section, is permitted to resign, on leaving the Colony, dated 23rd May, 1919.

## TRANSFER.

No. 774 Sergeant D. K. Blair is transferred from "D" Company to the Signalling Section, dated 21st May, 1919.

## PROMOTION.

No. 774 Sergeant D. K. Blair, Signalling Section, is promoted to Company Sergeant Major, dated 22nd May, 1919.

## LEAVE.

Sergeant L. Brewer, Eng. Coy., is granted 9 months' leave from 25.5.19. Sergeant E. J. Surman, Eng. Coy., is granted 12 months' leave, to date from day of departure, 23.5.19. Spr. G. M. Lakin, Eng. Coy., is granted 12 months' leave from 25.5.19. Pte. P. Burr, A Coy., is granted 9 months' leave from 2.6.19. Pte. J. de B. Lancaster, A Coy., is granted 9 months' leave from 23.5.19. Pte. W. J. Litcher, D Coy., is granted 3 months' leave from 23.5.19.

**EXAMINATION FOR PROMOTION.** Reference: Corps Order No. 5 dated 10.1.19. A lecture (Practice examination) will be given by the Adjutant at Headquarters, on Wednesday, 28th May, at 6 p.m.

## ARTILLERY ORDERS.

Orders for Artillery Company by Major J. H. W. Armstrong, V.D., state:

Monday, 26th May, 5.30 p.m. Left Half Coy. Full drill, with exception of new Layers' class. Tuesday, 27th May, 7.30 a.m. Right Half Coy. New Layers' class.

Friday, 30th May, 7.30 a.m. Right Half Coy. Full drill, with the exception of new Layers' class. 5.30 p.m. Left Half Coy. New Layers' class.

## ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state:

"D. E. L. Instructional Classes for Recruits." Recruits will attend for D. E. L. Instruction under R. E. Staff Sergeants at Belcher's at 9 p.m. on Wednesday, 28th May. Officer on duty: 2nd Lieut. Blackburn.

**Infantry Instruction.** The whole Company will parade at the Polo Ground, Causeway Bay, at 5.30 p.m. on Friday, May 30th. Dress. Drill order (Shorts and Putties). Nos. 1, 2 and 4 Sections will parade outside the Law Courts at 5.10 p.m. and proceed by tram to Causeway Bay.

Pay for April will be issued at Engineer Company Office, H. K. D. C. Headquarters, on Monday, 26th May, at 5.15 p.m. Pay not drawn by Tuesday, May 27th, will be forfeited and returned to Treasury.

## INFANTRY ORDERS.

Orders for Infantry Battalion by Major G. H. Wakeman, V.D., Officer Commanding, state:

## "A" Company.

Monday, 26th May, 5.15 p.m. No. 4 Platoon, at King's Park Range. Annual Musketry Course. Part 1, Practices 1 and 2. Dress Drill order with pouches.

Tuesday, 27th May, 5.15 p.m. No. 6 Platoon, at King's Park Range. Annual Musketry Course. Part 1, Practices 1 and 2. Dress Drill order with pouches.

Note: Only N. C. Os and men who have completed their T.E.T. or who are exempted from passing them are permitted to fire the Musketry Course.

Wednesday, 28th May, 5.15 p.m. No. 3 Platoon, at Headquarters, T.E.T. Rifle, belt, pouches and dummy cartridges to be carried. Staff Sergeant Edmonds will attend to assist.

## Signalling Section.

Tuesday, 27th May, 5.15 p.m. At Headquarters, T.E.T. Rifle, belt, pouches and dummy cartridges to be carried. The following will attend to complete their tests: Privates Jerrold, Lammert, Ogley, P. A. Reis, Templeton, P. Tanager and Mugford.

## CADET ORDERS.

Orders for Cadet Company by Lieut. A. O. Brown state:

Strength: The Commandant records, with deep regret, the death of Sergeant H. C. Jennings on 17.5.19. Mr. S. R. Trueman, Drummer, 8th Troop, Oxford and Cadets E. Walker and Offord are permitted to resign, on leaving the Colony, with effect from May 24th, 1919.

Parade: Empire Day (Saturday, 24th May). Sections 3 and 4 will fall in at Star Ferry Wharf, Kowloon, at 8 a.m. Sections 1 and 2 at Headquarters at 8.30 a.m. Uniform, Caps and Belts.

## COMPANY MEETING.

MESSRS. A. S. WATSON AND CO. LTD.

The thirty-fourth annual ordinary meeting of the above Company was held at the Hongkong Hotel to-day at noon. Mr. H. Humphreys presided and there were present the Hon. Sir. Paul Chater, C.M.G. and Mr. J. Scott Harston (Consulting Committee), Mr. J. A. Tarrant (Secretary), and Messrs. M. S. Northcote, W. Morley, C. B. Byers, G. Rapp, J. D. Humphreys and J. M. Wong.

The Chairman said:—Gentlemen, I propose with your permission to adopt the usual procedure and take the report and statement of accounts and auditors' report as read. The reduced earnings for the year under review are almost entirely due to the restrictions imposed by the British Government, during the last eighteen months of the war, upon certain articles which enjoyed a large sale and which could only be obtained from England. We estimate that these restrictions (which in effect amounted to prohibition) caused a diminution in gross profits of about \$75,000, as compared with the previous year. The restrictions are now being lifted, and we expect during the latter half of this year to receive regular shipments of the goods we so urgently require. The profits would have appeared as \$4,481.77 more but for the fact that Consulting Committee fees \$1,500, Auditors' fees \$200, and General Managers' commission \$2,381.77 payable in 1919, were, at the Auditors' request, treated as a liability for 1918. I will now refer to such items in the accounts as appear to me to call for special comment. The increase of \$34,123.70 to Inland Lot No. 1789 is represented in part by payments to the contractor for the new Chinese Department building, hereon and partly by structural additions to the six Chinese houses, the one occupied by the Chinese staff. The Chinese Department was transferred to this new building last June and the premises in Stanley Street till then rented for that department given up. The increase of \$39,553.07 to Building Improvements, Furniture, Fittings, etc. is made up as follows:

Structural improvements (ferro-concrete floors, staircase etc.) to the Warehouse in Stanley Street	\$13,851.87
Structural additions to Aerated Water Factory (adding another storey to South East wing etc.)	9,375.55
Furniture, Fittings & Trade Utensils, Warehouse	6,065.53
Furniture, Fittings & Trade Utensils, new Chinese Department	8,922.80
Furniture, Fittings & Trade Utensils, other departments and Branches	1,137.32
Total	\$39,553.07

You will notice upon referring to the heading Aerated Water Machinery and Plant that there has been a big decrease: partly due to the sale of the Amoy branch and partly to large writing off for depreciation. The sale and liquidation of the Amoy branch resulted in a small profit. The Tientsin branch has also been sold, and the loss on the sale provided for in the accounts before you. The Auditors have asked for their fees to be increased from \$700 per annum to \$800 per annum, and your General Managers and Consulting Committee, subject to your sanction at this meeting, have granted same.

Now propose the adoption of the report and accounts.

Mr. M. S. Northcote seconded and the motion was carried. The Chairman proposed, and Mr. W. Morley seconded, the re-election of Mr. F. Maitland and Mr. C. Bernard Brown, A.C.A., as auditors for the ensuing year at a remuneration of \$400 each and the motion was carried.

The Chairman then announced that dividend warrants could be had on application and the meeting terminated.

**Equipment.**—For provision of helmets, etc. at Headquarters at 10 a.m., Saturday, 24th May. (After the Church Parade).

Bathing.—Launch will leave Blake Pier on Wednesday, 28th May, at 5 p.m. and call at Kowloon 10 minutes later.

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## CHARTERED BANK.

## POINTS FROM CHAIRMAN'S SPEECH.

The sixty-fifth ordinary general meeting of the shareholders of the Chartered Bank of India, Australia and China was held on April 9, 1919, on the bank's premises, 38, Bishopsgate, London. Sir Montagu Cornish Turner (the chairman) presiding.

In the course of his speech, the Chairman said:—At our last meeting one of the shareholders very truthfully remarked that the dividend paid was "not out of proportion when the fact was taken into account that our reserve fund so largely exceeded the capital, and that in paying a reasonable dividend we only give back to shareholders the interest earned on the profit left undrawn by them in previous years. I wish to emphasize this point, because in some quarters comments are made on so-called excessively high dividends paid by banks. These dividends have been won by careful and justifiable husbanding of resources in the past. As you are aware, the first payment on account of the new issue of shares was made on 1 March last, and I am glad to say that the new shares already stand at a substantial premium, and that this premium has increased since the issue of our report, which shows a very satisfactory judgment on the part of the Stock Exchange and the public as to the financial condition of the bank.

Now that labour troubles in this country seem to be in course of settlement, we may reasonably expect an increased output of all commodities, in spite of the shorter hours which have now been arranged for. With peace, assured and confidence re-established, we trust that business with the East and Far East will recommence with renewed vigour, and with capital and labour working for the common good, this country should maintain its position in the world of commerce in spite of active and energetic competition on the part of our friends in America and Japan. It must be patent to all that unless this country is prepared to develop new and increased energy and enterprise—unless we can have the output of commodities required by other countries supplied promptly and at moderate prices—we cannot hope to hold our own in any part of the world trade. As a matter of fact, I know that quite recently we have lost some very large orders in this country because we could not fulfil them by a given date and our tenders were considerably over the prices quoted by other countries, especially America. With the vast increase of wealth and of the mercantile marine in America and Japan, with the industrial classes in those countries, we must recognise that we shall have to face a competition more active, more developed, more widespread, more highly organised than we have ever had to face before. We can meet this competition fully and without

fear, provided capital and labour are united in their efforts, and all Government restrictions are withdrawn, especially in regard to the export of goods. (Hear, hear.) At the moment our trade in this country and in the East is much handicapped by the restricted supply of tonnage, and we cannot hope for a very marked improvement until the transport of troops to their homes in the Colonies and in Canada has been brought to an end. In spite of our domestic troubles in this country, I cannot help feeling that future trade prospects are good, and as a natural sequence business in the banking world should not, so far as we can see, fail to benefit by a return to normal conditions. Competition will have to be faced on a much wider scale than hitherto experienced, but I think we can regard it with equanimity.

As regards our staff, I gave last year the list of those who had joined His Majesty's Forces up to that date, and I now wish to record the fact that, out of our total staff, 199 men actually served during the war. Of these 92 received commissions; to 18 were awarded various honours in the Navy and Army, and 36 brave men gave up their lives for their country—a record of which this bank may well be proud. (Hear, hear.) I am glad to say that several of those serving in the Forces have been demobilised in the past three months, and we have been able to send out to the East a number of those who were training for an Eastern career previous to their joining up at the commencement of the war. The men in nearly every case seemed delighted to return to civil life, and were quite prepared to sail for the East without delay, and so relieve their fellow-workers whose leave has been long overdue. I would take this opportunity of publicly thanking those members of our staff in the East and Far East who have bravely held on to their posts out of loyalty to the bank, despite the fact that in many cases their health suffered. I would also like to assure them that the directors and managers have done their utmost to help in the way of providing relief to the staff, but it has been quite impossible to obtain the men who were quite fitted for the work required of them in the East. I need hardly say that both the home and the foreign staffs have received financial help to assist in meeting the increased cost of living. That extra cost of living has been experienced not only at home, but, I might say, universally in the world.

Turning to the figures of the accounts as now presented, we have, I think, every reason to congratulate ourselves on the steady progress shown under all headings, and in order that the true comparison may be arrived at I would take this opportunity of drawing your attention to the explanation I made when we last met in April, 1918. I then stated that, owing to serious delays in arrival of the mails, we had to resort to our old method of grouping "en route" items under a separate heading, with the result that the figures against our bills

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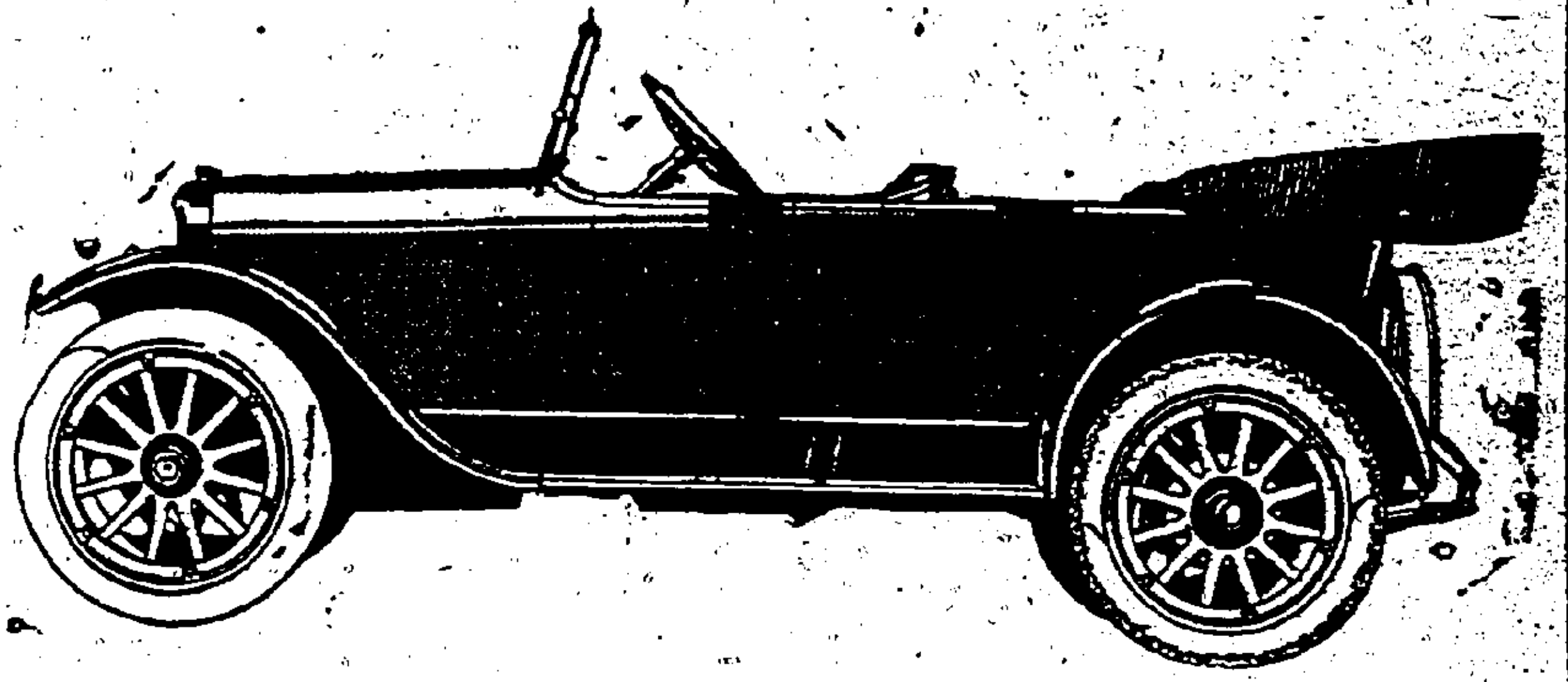
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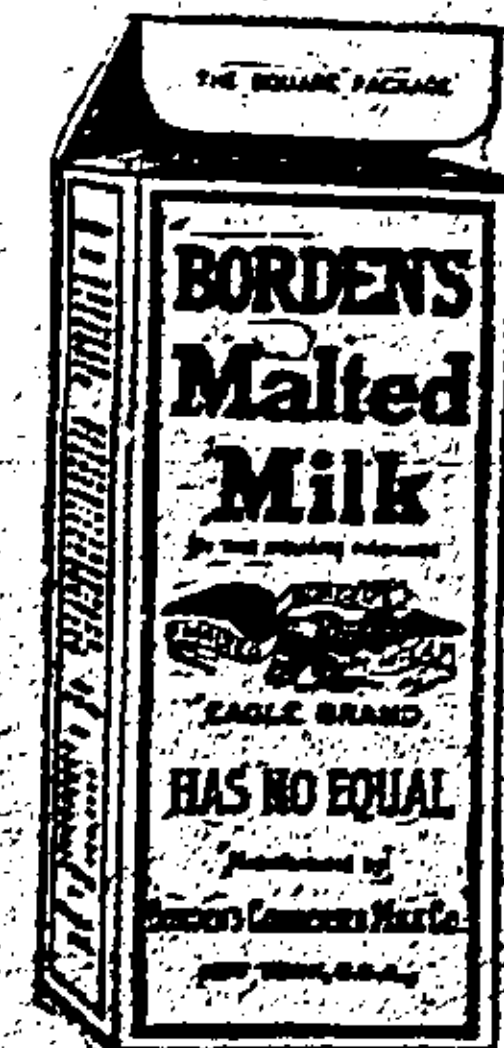
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